

Bedhampton, Havant and the Royal Navy (and the Lost Admirals of Leigh)



Vice-Admiral Sir Charles Bullen,
1769-1853.

National Maritime Museum, London.



Sir John Theophilus Lee, circa 1840.
English School.

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The *Ça Ira* being attacked by the *Agamemnon* and *Inconstant*, 13 March 1795.

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Edited by Ralph Cousins

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(and the Lost Admirals of Leigh Park)

Steve Jones

Havant, a small coastal town in its own right, has always had close connections with the navy, and its larger neighbour Portsmouth, the home of the Senior Service. From supplying Portsmouth and the navy with cider in the 17th and early 18th centuries through to being the home of several naval establishments during the Second World War, Havant has always played its part in supporting the navy. Even today Portsmouth dockyard, though not with the volume it once was, is a leading employer to the people of the Havant area. With local hi-tec firms such as Lockheed Martin Havant still plays its part in supporting the navy.

Because of its close proximity to Portsmouth it is not surprising that many a naval officer chose Havant and its neighbourhood for their homes. Men of the calibre of Admiral Sir John Acworth Ommamney of Warblington House, Emsworth Road, Admiral Sir James Stirling of Belmont Park, Bedhampton, and Vice-Admiral Charles Norcock of Sherwood, East Street, have all at one time chosen to live in Havant. If we go a mile or two out of the town to the outlying villages of Horndean, Catherington, Blendworth and Purbrook, naval officers of the quality of Lord Hood, Admiral Sir Charles Napier, the father and son, Admiral Sir Michael Seymours and Admiral Lord Keith, have all left their mark on both the neighbourhood and British naval history. Some lived here fleetingly, taking a home in Bedhampton or Havant for a short time while stationed at Portsmouth.

But it is not just the officers who served their country with honour and distinction in naval battles during the 18th and 19th centuries at a time when Britain appeared to be perennially at war at sea, it was also the ordinary working men of the neighbourhood who fought at famous sea battles such as Trafalgar and other conflicts. They made up the bulk of the force of the navy and without whom it could not have functioned. Havant paid its respects to the greatest sea officer of them all, Nelson, as the *Hampshire Telegraph* records that on 13 January 1806 that *the inhabitants of Havant paid their last*

tribute by a solemn peal of muffled bells, rung for two hours. Two officers with links to Bedhampton and Havant served at Trafalgar, Lieutenant Alexander Hills, reputedly born at Bedhampton, and Captain Charles Bullen who commanded *Britannia* during the battle.

It was the Second World War when Havant came into its own in supporting both the war effort and the navy. Leigh Park House and West Leigh House were requisitioned by the Admiralty for vital war work and both became important centres for the advancement of sea based missiles and weapons. The navy and the Admiralty took possession of the Leigh Park Estate in August 1940. The house was the headquarters of HMS Vernon and the superintendent of mine design and his staff for the duration of the war. Nissen huts were erected along the drive and Leigh Park was effectively cut off from the outside world. Secret work on the design of mines and torpedoes was carried out here and no doubt Sir George Staunton's lake played its part in the war effort. More advanced work and trials were carried out at West Leigh House.

Other buildings around the town were used to house both sailors and wrens employed in these vital tasks, whilst five naval camps were established in Bedhampton, Havant and Leigh Park attached to the main naval establishments in Portsmouth and Lee-on-Solent. These camps housed both naval personal and civilians bombed out of Portsmouth, many employed in important work in the naval dockyard.

Bedhampton and Havant Naval Officers

The following list of officers with both Bedhampton and Havant connections are probably only a small cross section of the many officers who have at one time called the area home. Some of the text has been taken in its entirety from 19th-century publications such as William O'Byrne's *A Naval Biographical Dictionary* published in 1849 while other text has been taken from other naval histories and national publications such as the *Oxford Dictionary of National Biography* and newspaper obituaries. Where this information is used it is noted at the end of each biography.

The abbreviation HMS came into common usage around the 1790s. Prior to this ships were referred to as 'His Majesty's Ship' in full to indicate it belonging to the Royal Navy. The earliest example of the abbreviation being used is in 1789 when it was used for HMS *Phoenix*. In the following text ships' names, but not shore bases, are recorded in italics and the HMS prefix is omitted.

Lieutenant Alexander Hills, died 1825.

Although reputedly born in Bedhampton his birth is not recorded in the parish records for St Thomas's Church. He became a lieutenant in 1805 and served on board *Victory* during the battle of Trafalgar in the same year, he remained on the ship until December 1805 when he joined *Ocean*. Apart from these few facts not a great deal is known of this officer.

Captain Sir Henry Augustus Clavering Bt. 1824-1893.

Recorded in a Bedhampton Directory for 1865 as Captain Clavering RN and living at Bedhampton Park. Sir Henry Augustus Clavering Bt. became a lieutenant in the navy on 1 May 1847 and reached the rank of lieutenant on 1 May 1847 and commander on 3 June 1865. He succeeded his cousin to become the 10th baronet in 1872 and died in 1893 when the baronetcy becoming extinct.

Captain Hugh Berners, 1801-91.

Recorded in Bedhampton in 1841 and 1842 in the parish registers for St Thomas's Church at the baptisms of a daughter and son. A directory of 1844 for the Havant area gives his address as Belmont, Bedhampton. He entered the navy on 4 August 1814 and became a lieutenant on 7 July 1824 and a commander on 28 January 1842. In 1886 he inherited Woolverstone Hall, near Ipswich, Suffolk, after the death of his brother. He died there in 1891.

Commander James Long, 1774-?

Lieutenant James Long is recorded in the parish registers for St Thomas's Church for 1837 at the baptism of his son Charles.

He entered the navy on 1 February 1797 as an able seaman on board the *Sybille* under Captains Edward Cooke, William Waller, and Charles Adam. He was a midshipman on *Sybille* in January 1798 when, in company with *Fox*, she entered the Spanish harbour of Manilla under French disguise, although three sail of the line and three frigates belonging to the enemy were lying there, and succeeded, besides eliciting much information, in capturing seven boats, about 200 men, numerous implements of war and a large quantity of ammunition. In the course of the same month he joined in an attack made by *Sybille* and *Fox* on the settlement of Samboangon on the island of Magindanao, where, in an action with a fort and battery, the two ships sustained a loss of six men killed and 16 wounded. On 1 March 1799 we find him present off the Sand-heads of the Bengal River in a most furious engagement of two hours and a half, which terminated in *Sybille's* capture of the French frigate *La Forte* and 370 men, after a loss to the latter of 65 men (including her captain) killed, and 80 wounded, and to the British, out of 371 men, five killed and 17 wounded. Captain Cooke was also killed. The damage done to each ship was in proportion to her loss. Independently of a participation in other services Mr Long assisted, while under Captain Adam, at the capture and destruction on 23 August 1800 of five Dutch armed vessels and 22 merchantmen in Eatavia Roads. In the following October he contributed to the making prize of 24 Dutch ships. On 19 August 1801, when off Mahe, the principal of the Seychelle Islands, he aided in taking *La Chiffonne* and 296 men, 23 of whom were killed and 30 wounded. However *Sybille* was lost and out of 300 men two were killed and one wounded, This very gallant action, which lasted 20 minutes, was attended with the disadvantage to the British of being fought among rocks and shoals, and under the fire of the enemy's battery. Captain Adam returned to England in 1803 in his prize ship *La Chiffonne*, which was added to the British navy as a frigate. Mr Long then proceeded on a cruise to the North Sea where he next, it appears, joined *Monarch* bearing the flag of Lord Keith, and *Edgar* under Captains John Clarke Searle and Robert Jackson. He attained the rank of lieutenant on 7 November 1806 and was subsequently appointed on 26 December 1806 to the sloop *Ottek* under Captains John Davis and Nesbit Josiah Willoughby. In 1809 he removed to the sloop *Sapphire* under Captain the Hon. William Gordon with whom he returned to England. On 18

December 1810 and 25 June 1811 he removed to *Phipps* and *Mosquito* under Captains Christopher Bell and James Tomkinson, which were stationed in the Downs and North Sea, where he cruised until superseded in April 1813. He commanded the semaphore on Portsdown Hill between 8 March 1837 and 25 October 1841 and reached the rank of commander on 4 February 1842 when he was placed on the retired list.

Commander Long married on 27 October 1827, Jacobina, the youngest daughter of Jas. Young, Esq. of Lanark, New Brunswick, Canada, by whom he had five children.

A Naval Biographical Dictionary, 1849. William R. O'Byrne.

Lieutenant George Williamson

Lieutenant Williamson is recorded in Bedhampton at the baptisms of three of his children between 1833 and 1837.

George Williamson entered the navy on 29 June 1800 as an able seaman on board the sloop *Pelican* under Captains John Thicknease, George McKinley, the Hon. A Leveson Gower, Henry Whitby and Thomas Garth. After serving for some time on the coast of France he sailed for the West Indies with despatches relative to the treaty of Amiens. In the spring of 1803 he then removed as a midshipman (a rank he had attained in June, 1801) on the frigate *Santa Margarita* under Captain Wilson Rathbome. On returning to Europe he was for some time actively employed with the channel fleet and was present as master's mate in Sir Richard Strachan's action off Ferro on 14 November 1805. In 1806 he again proceeded to the West Indies, where he continued to serve, we are told, as a midshipman on *Northumberland* and *Belleisle*, on the flag-ships of the Hon. Sir Alexander Cochrane as a sub-lieutenant, on the schooner *Morne* under Lieutenant-Commander Brown and as an acting lieutenant on *Demerara* under Captain William Paterson until after the surrender of the Danish islands. His commission as lieutenant bears the date 10 April 1807. In July 1808 he was appointed for three months to *Neptune* under Captain Sir Thomas Williams on the channel station. From 21 March 1809, until obliged by ill health to be invalided out on 17 March 1813, he was employed in *Defiance* under Captains the Hon. Henry Hotham and

Richard Baggett. Here, on 24 February 1809, he contributed to the destruction of three French frigates under the batteries of Sable d'Olonne, with the loss of two men killed and 25 wounded. He also co-operated on her with the patriots on the north coast of Spain, and was for a period stationed in the North Sea. In March, 1819, he obtained an appointment in *Ordinary* at Sheerness. On the 19 March 1822 through to 6 March 1827 he commanded the semaphore on Portsdown Hill and again commanded the station from 6 March 1832 until 8 March 1837. From August 1838 until August 1841 he served on guard ship duty at Sheerness and Chatham. From 10 March 1842 until December 1848 he was back for the third time as commander of the semaphore on Portsdown Hill.

A Naval Biographical Dictionary, 1849, William R. O'Byrne.

Captain Michael Matthews, 1787-1857.

Captain Michael Matthews is recorded in the parish registers of St Thomas's Church as being at the baptisms of four of his children between 1824 and 1832. He was born in Portsmouth and entered the navy as a first-class volunteer and served until September 1802 in the Channel and West Indies. On 15 October 1806 he was promoted to lieutenant and between August 1807 and July 1813 he served in the Baltic and West and East India Stations where he saw active service under Admiral Sir Samuel Hood at the fall of the Isle of France and the coast of Java. In July 1813 he was nominated lieutenant governor of the naval hospital and superintendent of the Impress at Bombay – a post he held until February 1815. On the 20 September 1815 he was made commander and commanded *Wellesley*. He reached the rank of captain on 29 December 1855.

Lieutenant Isaac Newton Saulez, 1816-1876.

Isaac Saulez was born in Alton in 1816 and entered the navy on 9 October 1828 and progressed to lieutenant on 8 October 1841. From July 1843 until late 1845 he was stationed at Cape of Good Hope and reached the rank of commander on 13 November 1854. In February 1856 he commanded the gun vessel *Ringdove* and from 22 June until 27 May 1865 he was in command of the sloop *Racer*. A resident of Bedhampton he is recorded in the 1851

census returns for the village as well as in the parish register for St Thomas's Church at the baptisms of his son and daughter in 1850 and 1851.

Lieutenant Edward Wilder, 1886-1914.

Edward was the seventh child of George and Mary Wilder of Stansted Park, West Sussex, much of his early life seems to have been spent on the family estate or at their London address. His father, George, died in 1896 and in around 1912 his widowed mother, Mary, went to live at The Towers, Portsdown Hill, which is now Belmont Castle residential home. On 18 September 1912, Edward married Dorothy Lylian Mocatta in St John's Church, Paddington. Dorothy was 28 and the only daughter of Mr and Mrs Cecil Mocatta of Woburn Place, Addlestone and 8 Cumberland Mansions, Marylebone. In November 1912 the couple sailed to America and then travelled on to Canada where Edward worked as a timber merchant. Edward and Dorothy had a child, Rose Marie, born in British Columbia in 1914.

When war broke out in August 1914, Edward was in the Royal Naval Reserve and was called up to serve in the navy as assistant engineer. He served on HM Yacht *Oriana* which was on duties in the North Sea. In April 1915 Edward contracted pneumonia and was hospitalised at the Hoole Bank Red Cross hospital in Chester where he subsequently died on 23 April 1915 aged 28. His coffin was sent down on the train from Chester to Cosham. There it was met by 72 sailors from Portsmouth naval barracks who pulled the coffin, borne on a gun carriage, from Cosham station to St. Thomas's Church. The cortege was met at the entrance to the church by the Rector, Henry Pelham Stokes, and led in by the choir who sang the hymn *Fierce raged the tempest over the deep* and *Peace, perfect peace*.

Edward was buried in the churchyard with full military honours.

A poignant reminder of the tragic loss to the family is the word 'Daddy' engraved at the foot of the grave. The Wilder family was to suffer further grief when Edward's older brother Frank died at Arras on the Western Front on 31 March 1916 aged 35. Dorothy went on to re-marry in 1916 when she married a Mr Noel Catt in Devon.

Edward and his brother Frank are commemorated on a brass plaque on the wall of the north aisle.

Research by Havant U3A History Group and Rev. David Proud.
Commander Albert Elms Kay, 1841-1873.

Albert Elms Kay was born at the Elms on the 11 June 1841 and baptised at St Thomas's Church on 7 April 1842, the third son of James Openshaw Kay and his wife Amelia who were living at the Elms at this time. Not too much information can be found regarding his naval career but he enrolled as a boy of 14 on 13 April 1854 and reached the rank of lieutenant in October 1861 after serving as acting mate of the paddle frigate *Valorous* on the North American Station from June 1860 until paid off in October 1861. On 27 September 1867 he was appointed to the rank of commander for services while in command of the steam vessel *Investigator*, during an expedition up the river Niger. He married at St Thomas's Church on 26 July 1870 Frances Littlehales but unfortunately died young at the age of 32 at Darfield House, Aldeburgh, Suffolk, on 1 October 1873. He was at this time inspecting commander of the coast guard, Aldeburgh Division. He is commemorated on a family memorial in St Thomas's Church.



The graves of Admiral Hugh Pigot Williams, Rear Admiral Peyton Hoskyns and Captain Reginald Crichton in St Thomas's churchyard.

Commander John Jeayes, 1799-73.

John Jeayes was born on Christmas Day 1799 at Coventry and entered the navy as a second-class boy in April 1813 on board *Asia* under Captain George Scott. He was present at the attacks on Washington, Alexandria, Fort Bowyer, Baltimore and New Orleans in the war against the United States of America. In 1823 he voluntarily joined the colonial brig *Prince Regent* for the purpose of co-operating with the troops in the Ashanti War where he emerged with distinction. On 17 October 1825 he reached the rank of lieutenant and between 18 April 1831 and 1 August 1836 he was on coast guard duties before joining *Victory* at Portsmouth. Between February 1843 and 14 August 1844 he commanded four steam vessels on the West India and Home Stations. He reached the rank of commander on the retired list on 1 October 1860. Captain Jeayes resided at Spring Lawn and is recorded there in a directory for the village in 1865; he is also recorded as a retired commander in the 1871 census for the village. He died at Alverstoke in 1873.

John Wildey, 1791-1850.

John Wildey was born 24 January 1788 the son of William Wildey of Portsea. He entered the navy as a first-class volunteer on 1 April 1804 on board *Queen* under Captain Manly Dixon in the Mediterranean. Promoted lieutenant on 21 June 1817 he commanded semaphore stations at Haste Hill (Haslemere), Compton Down between 29 March 1826 and 30 March 1832, 22 November 1834 and 31 December 1839 and from 25 October 1841 to December 1848 at Portsdown Hill. He married Sophie Sarah Palmer on 17 March 1821 at Alverstoke. The census for Portsea for 1841 records him living at Mile End along with his wife, one son, and two daughters. He died at Portsea on 3 May 1850.

Lieutenant George Richard Child, died 1855.

Lieutenant Child is recorded in a directory for Bedhampton for 1855 at the semaphore station. He is also recorded in the parish registers for St Thomas's Church at the baptism of three daughters in 1849, 1850 and 1852. Nothing further is known of his naval career. He died at Bedhampton in 1855.

Admiral Courtenay Osborne Hayes, 1812-92.

Courtenay Osborne Hayes was the eldest son of the distinguished officer and naval architect Rear-Admiral John Hayes, CB. He entered the navy on 30 November 1826 and reached lieutenant on 17 February 1835. On the 3 September 1836 he served under his father on board *Inconstant* on particular service and was later promoted commander on 20 September 1839. From 8 June 1842 until 9 November 1846 he served as commander on the sloops *Wolf* and *Driver* in the East Indies. On 9 November 1846 he reached post rank as captain, retiring as rear admiral on 28 October 1864. He was promoted vice admiral on the retired list on 14 July 1871 and admiral on the retired list on 1 August 1877. He is recorded at Bedhampton on the 1861 census for the village living at Brookside as a captain on half pay with his wife and eight children. In 1862 Captain Hayes moved to Merchistoun Hall, Horndean, as a tenant of Harriett Jodrell the daughter of Admiral Sir Charles Napier. By 1875 he was living at Brocklands, Brockhampton Road, and later moved to Ramshill, Petersfield, where he died in 1892.

Lieutenant William CH Snell, 1851-1910.

William CH Snell was the eldest son of William P Snell of Belmont House, Lieutenant Snell is recorded on the 1881 census returns for the village at the Belmont Estate. He entered the navy close to 1864, and in May 1866, as a navy cadet, he was aboard the corvette *Pearl*. On 15 May 1868 he was deployed as a midshipman on board the sloop *Rapid* and on the 12 May 1881 he was appointed lieutenant on board the special service vessel *Cockatrice*. He is next seen as a lieutenant on board the coastguard vessel *Imogene* until he is appointed lieutenant commanding the gunboat *Bullfrog* on 28 May 1891. He died at Bedhampton in 1910.

Admiral Sir James Stirling, 1791-1865.

Admiral Sir James Stirling was born in Lanarkshire, Scotland, to a well-established Scottish family and found fame both as a naval officer and as the first governor of Western Australia. He entered the navy in August 1803 on board *Hercules*, the flagship of Admiral John Duckworth in the West Indies. In 1805 he was in *Glory*, the flagship of his uncle Rear-Admiral Charles Stirling,

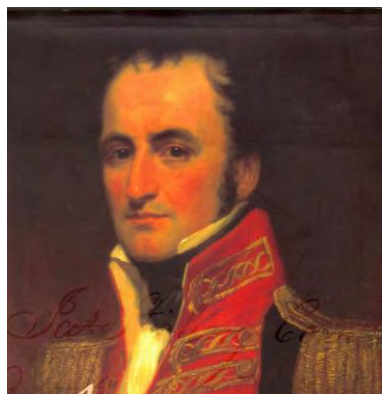
at Admiral Sir Robert Calder's action off Finisterre to intercept the Franco-Spanish fleet from the West Indies on 22 July. He continued to serve for the next two years under his uncle in *Sampson* and *Diadem* and was confirmed the rank of lieutenant on 12 August 1809. In 1811 he was promoted to flag lieutenant to his uncle in the West Indies who promoted him on 19 June 1812 to command the sloop *Brazen*, in which for some months he cruised off the mouths of the Mississippi during the war with United States of America. After this he served in the North Sea, on the coast of Ireland, the Gulf of Mexico and the West Indies until 1818. On 7 December 1818 he was promoted to post rank. On 25 January 1826 Stirling was appointed to *Success* and was sent to form a settlement in Raffles Bay, Torres Strait. For his success he was highly complimented by the commander-in-chief and by the government of New South Wales. His report of further explorations in 1827 determined the government to attempt a strategic settlement in Western Australia to forestall an announced French settlement.



Belmont House, the home of Admiral Sir James Stirling.

In October 1828 he was appointed by Sir George Murray, the colonial secretary and an old family friend, to command a party of intending colonists. The expedition sailed in spring 1829 and reached its destination in August. The sites of two towns, Freemantle and Perth, were marked out and within four months of its foundation the colony had a population of 1,300. Stirling returned to England in 1832 for two years and was knighted in 1833. His commitment and ingenuity preserved the fledgling colony during a decade of

difficulties, many of which reflected the over-optimistic report of 1827. He was also given 100,000 acres of land, and remained committed to the colony for the rest of his life.



Admiral Sir James Stirling, Founding Governor of Western Australia.

Stirling remained governor of Western Australia until 1839 when, because of the apparent imminence of a war with France and disappointment at the lack of progress in the colony, he resigned in order to return to active service. Back in England Stirling he commanded *Indus* in the Mediterranean from 1840 to 1844. From November 1847 through to 1850 he was second in command to his friend and fellow Scot Admiral Sir Charles Napier in the channel fleet as well as the Mediterranean on board *Howe*. On 8 July 1851 he was promoted rear admiral, and served briefly as a Lord of the Admiralty in February 1852. He was commander-in-chief in China and the East Indies from January 1854 to February 1856 during a complex period, which involved large-scale piracy, the Taiping uprising, commercial negotiations, and war with Russia, the latter scarcely interfered with the routine of the station. His colonizing experience, Russophobia, and fine sense of commercial opportunities led him to propose that Britain take control of China. This ambitious plan was ignored. He became vice admiral on 22 August 1857 and admiral on 22 November 1862.

Oxford Dictionary of National Biography.

The then Captain Stirling, after returning to England in 1840, acquired the Belmont Estate in 1844, possibly on Admiral Sir Charles Napier's influence – Napier was at this time residing at Merchistoun Hall, Horndean, a short

distance away. The 1851 census for Bedhampton gives us a picture of life at Belmont at this time, Stirling is recorded there with his wife Ellen, four daughters, and a full complement of staff. Belmont was the home of the Stirling family until 1860 when the estate was sold to Philip Snell. Admiral Sir James Stirling died at Woodbridge, near Guildford, Surrey, on 22 April 1865.

Rear-Admiral Peyton Hoskyns CMG, MVO, 1852-1919.

Rear-Admiral Peyton Hoskyns was the fifth son of Canon Sir John Leigh Hoskyns Bt, a well-established old Hertfordshire family. After entering the navy as a naval cadet on *Britannia* in 1866 he advanced quickly to a midshipman on 30 January 1868 and to lieutenant on 13 October 1876. On 13 May 1890 he was made lieutenant commander of the newly launched gunboat *Sparrow* of 75 officers and men serving off of the Cape of Good Hope and the coast of West Africa. In May 1893 he commanded the cruiser *Aurora* and later *Blanche* before transferring to *Blonde*.

In 1896 *Blonde*, commanded by Commander Peyton Hoskyns, brought from Cape Coast Castle to the Canary Islands the body of Colonel His Royal Highness Prince Henry Maurice of Battenberg, KG, who had died while on active service. Her Majesty Queen Victoria appointed Commander Hoskyns to the fourth class of the Royal Victorian Order as a special mark of appreciation for this service. In 1898 *Blonde*, again commanded by Hoskyns, took part in suppressing the Sierra Leone rebellion. *Blonde* proceeded to the Sherboro River to keep in check the rebels that were located in the neighbourhood of Bouthe and Imperri. She performed most useful service and saved the district of Sherboro from being overwhelmed by the Mendi natives. Commander Hoskyns was promoted to captain on 31 December 1898 and was rewarded with the Most Distinguished Order of St Michael and St George in 1900 for his services at Sierra Leone. His later career records him as coast guard district commander of the South of Ireland in 1906, and on 5 February 1907 he was granted the 'Captain's Good Service Pension' of £150 a year and reached his last promotion as rear admiral in 1910.

Rear-Admiral Hoskyns lived at Brookside, Bedhampton, formerly the home of Admiral Courtenay Osbourne Hayes. He died at Brookside on 20 December 1919 and is buried in St Thomas's churchyard.

Captain Reginald Louis Crichton, 1874-1929.

Captain Crichton is first mentioned in his naval career as a midshipman on 1 May 1891 on board the 2nd class cruiser *Raleigh*, the flag ship of the commander-in-chief Cape of Good Hope and West Coast of Africa. On 24 July 1895 he is appointed sub lieutenant on board *Australia* on coast guard service. He later served as a sub lieutenant on board the Royal Yacht *Victoria and Albert* from 1 May 1896 until 7 July 1898 when he was appointed lieutenant on the 1st-class cruiser *Gibraltar*. He reached the rank of commander on 31 December 1907. He resided for many years at Bidbury House, where he died on 2 August 1929. He is buried in St Thomas's churchyard.



Brookside, the home of Rear-Admiral Peyton Hoskyns, Admiral Courtenay Osbourne Hayes and Rear-Admiral Francis Goolden.

Engineer-Commander Charles Main, 1878-1918.

Charles Main was born in Portsmouth in 1878, the son of Reuben Main, a King's Pilot and Assistant Harbour Keeper, and Susannah his wife. On 8 March 1911 he married Nora Rose, the daughter of Mr and Mrs S Rose of Southsea, in St Mary's Church, South Hayling. Interestingly, Charles Main is recorded on the census for that year living with his parents at Victoria Road North, Southsea. He is described as married and an engineer lieutenant in the navy. The couple moved some time after their marriage to a property called Longmead, where they are recorded in a directory for the village in 1915.

Not too much information can be found regarding his naval career, although the Royal Naval Museum at Portsmouth hold a manuscript volume of his drawings of the propulsion systems in *Ocean* and *Albion* circa 1898, presumably when he was a junior engineer. On 7 September 1898 he was described as a probationary assistant engineer on board *Majestic*, at the time of her launch in 1895 was described as the largest pre-dreadnought battleship in the navy.

At the time of his death on 31 May 1918, Engineer-Commander Main was serving aboard the destroyer *Shakespeare* when she was badly damaged by a mine. It is unclear how many other casualties were incurred during the incident. The Leader type or *Shakespeare* class destroyers were designed by John I Thornycroft & Company who built five of them at Woolston, Southampton, for the navy towards the end of World War One. They were named after historical naval leaders. Only Shakespeare and Spenser were completed in time for wartime service. The other three were completed after the war. The function of a Leader was to carry the flag staff of a destroyer flotilla, therefore they were enlarged to carry additional crew, offices and signaling equipment, and also allowing a fifth gun to be carried.



Engineer-Commander Main's Commonwealth War Grave in St Thomas's churchyard.

Admiral Hugh Pigot Williams, 1858-1934.



Hugh Pigot Williams as commander of *Resolution* in 1896.

Admiral Hugh Pigot Williams entered the navy on 15 July 1871. Two years later he was appointed to *Lord Warden*, the flagship in the Mediterranean, and for three years after in *Bellerophon*, the flagship of Vice-Admiral Sir Cooper Key on the North American Station. As a sub lieutenant he was in one of the old screw corvettes *Encounter* in China and he obtained his lieutenant's commission in February 1880. After a commission in *Cleopatra* in the detached squadron, commanded by Rear-Admiral Lord Clanwilliam, he was appointed in September 1882 to specialise in gunnery and joined the Portsmouth Gunnery School in the same class as Lord Jellicoe, Sir George Warrender and other officers who commanded fleets in the First World War. Subsequently he served as gunnery officer of the coastguard ship *Devastation* at Queensferry. Also the flagship *Bellerophon* and the light cruiser *Canada*, both in North American waters, while during 1887-90 he was a senior staff officer in the Devonport Gunnery School.

Promoted to commander in 1893 his first appointment was to the battleship *Resolution* in the English Channel and in 1896 he joined *Ramilies*, flagship in the Mediterranean of Admiral Sir John Hopkins, from which he was promoted to captain in June 1898. His gunnery knowledge led to his being appointed to the Portsmouth Gunnery School for special duty, and in February 1899 to his selection as inspector of stores under the Naval Ordnance Department. He next served as Naval Attache to the Courts of Russia, Turkey, Norway and Sweden. Resuming sea service as captain of the light cruiser *Sybilie* he commanded her when she was wrecked in Lambert's Bay, Cape Colony, on 16 January 1901, and after her loss he was appointed in

command of the military base there. For his service in connection with the South African War he received the South African Medal and Cape Colony clasp. Following a commission in command of the light cruiser *Brilliant* he was appointed commodore-in-charge at Hong Kong in 1905 and in April 1908, while commanding *Irresistible* in the Mediterranean, he was promoted to rear admiral.

His only appointment as a flag officer was as naval advisor to the Turkish Government in 1910-12. Assisted by a staff of British naval officers, he continued the work begun by Sir Douglas Gamble of reorganising the Turkish Fleet, and the measure of his success was shown by what it accomplished in the war with Italy, even though it was, of course, much too weak to interfere with the expedition to Tripoli. During the war the British government agreed to Admiral Williams and his staff remaining in the service of the Ottoman Navy, but their duties were limited to the shore and in no way connected with fighting operations. On leaving Constantinople he was presented by the Sultan with the Order of the Liakat in gold and a signed photograph of his majesty framed in gold. He had previously been appointed to the 1st Class of the Imperial Ottoman Order of the Mejideh. Promoted vice admiral in 1913 he retired in 1915. His final promotion was to admiral in 1917.

Obituary, *The Times*, 30 June 1934.



The Manor House, the home of Admiral Hugh Pigot Williams and Surgeon Vice-Admiral Sir Perceval Thomas Nichols.

A member of a well-known local family, his father was General Sir John William Collman Williams of nearby Morelands, Admiral Williams resided at the Manor House for many years and died there on the 28 June 1934. He is buried in St Thomas's churchyard.

Surgeon Vice-Admiral Sir Perceval Thomas Nicholls FRCS, IRCP. 1877-1959.

Perceval Thomas Nicholls was educated privately and at Middlesex Hospital where he became a house physician, he entered the naval medical service in 1901. In 1907 he was awarded the Insignia of Officer of the Order of the Crown of Italy as a staff surgeon after the Messina earthquake. He served in the First World War as a fleet surgeon with the rank of surgeon captain. He was the principal medical officer of the Royal Naval Barracks, Portsmouth, during 1927-29 and the senior medical officer, medical section Royal Naval Hospital, Haslar, during 1929-32. He became surgeon rear admiral and medical officer in charge of the Royal Naval Hospital, Malta, during 1932-37. Between 1935 and 1941 he became honorary physician to the King and in 1937 surgeon vice admiral and he was between 1937 and 1941 medical director general of the navy before retiring in 1941. Between 1942 In 1942 he was the medical officer in charge of the Royal Naval Auxiliary Hospital, Kilmacolm, before finally retiring in 1946. Sir Perceval lived at one stage at both the Manor House and at Pantile Cottage, Wade Court, Havant.

Captain Cornelius Quinton, died 1838.

Cornelius Quinton became a lieutenant in the navy in 1794 and in that year served as such on *Leviathan* under Captain Hon. Hugh Seymour at the battle of the Glorious First of June. He reached post rank in 1802 and as captain of *Polythemus* he saw action off Havana in the war with the United States of America under Commodore John Rodgers in June of that year. Captain Quinton was a resident of Bedhampton until July 1809 when the household contents of his house were sold. The *Hampshire Telegraph* of 3 May 1809 advertised the auction as such:

To be SOLD by AUCTION on the premises by Mr. Weller on Tuesday 18th. July 1809 and following day at twelve O'Clock, the entire modern HOUSEHOLD FURNITURE and other Effects of CAPTAIN QUINTON R.N. quitting his residence at Bedhampton; comprising four post and field bedsteads with printed calico and dimity furnitures, very prime goose feather beds, mattresses, blankets and counterpanes, a capital handsome mahogany sideboard with cellaret and drawers, an excellent set of dining tables, card, tea, pembroke, and dressing tables, a wardrobe, bookcase with a secretaire, eating room chairs, and sofa, a suit of drawing room furniture in twelve elegant japanned chairs, two sofas, three French window curtains; a mirror pier glass. Brussels carpets and screens; an excellent Time - Piece by Harper. Brussels, Wilton and Scotch carpets, painted floor cloth, china and glass, a table service of blue and white Staffordshire ware, an organ with three barrels, a good toned pianoforte, with the usual assortment of kitchen articles, a mangle, a granary on stones etc. etc.

Lieutenant Sir John Theophilus Lee, 1786-1843.

John Theophilus Lee was born in 1786 in Modbury, Devon, the son of John and Margaret Lee. He joined the navy in 1796 at the age of nine. He saw action at the Battle of Cape St Vincent in 1797 under Admiral John Jervis and then the Battle of the Nile the following year as a midshipman aboard *Swiftsure*. For a boy of only nine years old it must have seemed either very frightening or a huge adventure. The *Swiftsure* was under the command of Captain Benjamin Hallowell, when, in 1798, he was ordered to join Horatio Nelson's squadron watching the French fleet at Toulon. After the French escaped and captured Malta in June, and invaded Egypt in July, Nelson and his fleet pursued them and eventually located them anchored in Aboukir Bay on 1 August. *Swiftsure* was not initially with the fleet, having been ordered by Nelson to reconnoitre Alexandria, before the French had been discovered. He arrived on the scene after dark and moved into the bay to attack. The darkness and the smoke made it difficult to tell which ship was British and which was French so Hallowell decided to hold fire until he had anchored and prepared his ship. As he moved closer, a darkened ship was spotted

standing out of the action. Hallowell determined her to be French, but decided to hold to his original plan and passed her by. The ship was in fact *Bellerophon*, which had gone up against the much larger 110-gun French first rate *Orient* earlier in the battle, until being dismasted and forced to drift out of the action.



The *Orient* explodes at the Nile, 1 August 1798. *Swiftsure* is in the centre of the picture, sails billowing in the blast, and riding the wave caused by the force of the explosion. *George Arnald*, National Maritime Museum.

Hallowell took *Swiftsure* in, eventually anchoring across the stern of *Franklin* and the bow of *Orient*, and proceeded to open fire on them. After an hour of exchanging shots a fire was observed in the cabin of *Orient*. Hallowell ordered his men to concentrate their fire on this area, while *Alexandra* came along the opposite side and did the same. The French began to abandon ship as the fire spread, and a number were brought aboard the British ships, *Swiftsure* taking on *Orient's* first lieutenant and ten men. Seeing that the fire was now out of control *Swiftsure* and the other British ships moved away

from the area, but when *Orient* exploded at 10 p.m, *Swiftsure* was still near enough to be struck by debris.

After the destruction of *Orient*, *Swiftsure*, in company with *Defence*, continued to exchange fire with the *Franklin* until she surrendered. *Swiftsure* then moved on to engage *Tonnant*, eventually helping to drive her ashore. *Swiftsure* had seven killed and 22 wounded during the battle. Hallowell received a gold medal for his role in the battle, and *Swiftsure*'s first lieutenant, Thomas Cowan, was promoted to commander. After the battle Hallowell and *Swiftsure* took over Aboukir Island on 8 August, destroying several enemy guns, and carrying the rest away. Two days later, on 10 August, *Swiftsure* came across and captured the corvette *Fortune*. During the above action it is believed that the young Theophilus Lee was tasked with running around handing out ginger beer to the men. Shortly after the battle Nelson was presented with a coffin carved from a piece of the main mast of *Orient*, which had been taken back to England for this purpose; he was put inside this coffin after his death at the Battle of Trafalgar.

Lee passed for lieutenant in 1806 and married Sophia Lawlor, daughter of Major Lawlor of Greenwich in 1807. Lee then resigned from the navy in 1809 and became a civilian attached to the Admiralty as head of the personnel department. Subsequently knighted in July 1829, Lee retired to Bedhampton around this time and acquired The Elms estate, where he wrote a book: *Memoirs of the Life and Services of Sir J Theophilus Lee, of The Elms, Hampshire*. Two of Lee's children, Alfred Theophilus and William Paget, were baptised in St Thomas's Church. At some time it is believed that Lee invited the Duke of Wellington, a distant cousin of his, to dine at The Elms and this is borne out by Lee commissioning a room still known today as the Wellington Room in honour of the visit. He also sat as a magistrate for Hampshire as well as a Deputy Lieutenant for Middlesex.

An accomplished naval artist, Lee's professional painting career started at the Portsmouth Naval Academy from 1800-1803, where several of his drawings were used for engravings appearing in the *Naval Chronicle*. These included views of Alexandria, the Naval Academy, and the Greenwich Asylum. The *Naval Chronicle* also printed an engraving after JT Lee of a scene



The Royal Naval Asylum from Greenwich Park by John Theophilus Lee, 1811.



The Elms.

of the aftermath of the Battle of Trafalgar. He died at Lauriston Hall, Torquay, in 1843. Of his children, Alfred Theophilus Lee, born at The Elms in 1829, became a Church of England clergyman and was an energetic propagandist for the established Church of Ireland, publishing pamphlets, sermons, and articles in support of its position. Another son, Melville Lauriston Lee, who was born in 1821, also entered the church becoming rector of Bridport, Devon. Reverend Melville Lee's youngest son, Arthur Hamilton Lee, became Viscount Lee of Fareham, a distinguished politician and patron of the arts who left his family home, Chequers, to the nation to be used by future prime ministers.

Rear-Admiral Francis Hugh Walter Goolden, 1885-1950.

Francis Hugh Walter Goolden was born on 22 August 1885 and was educated at Bradfield. After training in *Britannia* he went to sea as a midshipman in 1901. He served throughout the 1914-18 war in *Iron Duke* and was appointed her first lieutenant commander in 1918. Towards the end of that year he was promoted to commander and transferred to the training cruiser *Cumberland*. From 1921 to 1923 he was in the office of the Second Sea Lord and for the next two years served in *Hood*, the flagship of the Special Service Squadron, which made a world cruise. Goolden was then lent to the Australian Government and served as flag captain and chief staff officer to the commodore of the Australian Fleet.

His next post was at the Royal Naval War College and in 1931 he became the Director of the Operations Division of the Admiralty. Towards the end of 1933 he was appointed to the command of the cruiser *London* as flag captain and chief staff officer to Rear-Admiral JK Thurn. He was promoted rear admiral in 1937 and retired directly afterwards, but was re-employed in 1939 as a commodore of convoys. In the course of the next year he was appointed flag officer in charge of Harwich and served as such until appointed in 1943 naval assistant to the First Sea Lord. He was later a member of several committees in the Admiralty and of the Lethbridge Service Mission to the Pacific and East Indian theatres of war, reverting back to the retired list at the end of the war. He married Dorothy Melian, daughter of Mr Savage French, in 1911. There were one son and two daughters of the

marriage. Rear-Admiral Goolden died at Brookside on 13 June 1950. He was noted as a man of singular charm, whose most outstanding characteristics were modestly combined with an inflexible sense of duty.

Obituary, *The Times*, 14 June 1950.

Havant's Naval Officers.

Lieutenant Charles Marshall, 1738-1803.

Charles Marshall was born in Havant in June 1738 the son of Thomas Marshall. He was early destined to the service of his country and was placed in the Portsmouth Naval Academy to complete his studies. In due time he entered as a midshipman in the navy in which situation he continued till 1759 when he was entrusted with the care of the cutter *Sea Flower*. He happened to be at Flushing when a messenger arrived over land on his way to England bringing dispatches from Admiral Boscawen, which announced his glorious victory over the French fleet in the Mediterranean under the command of Admiral de la Clue. This messenger, being extremely anxious to get to England, had in vain applied to the masters of the packet boats for a conveyance. They all declined undertaking the passage on account of a violent storm, which then prevailed, so he was referred to our young seaman, who, impelled by zeal for the service of his country, the spirit of adventure, and the hope of promotion, did not hesitate to take him on board and set sail in defiance of wind and waves. In the course of his voyage he passed through the fleet stationed in the Downs under the command of Commodore Boys, by whom he was brought to and ordered on board the flag ship. When, understanding the nature of the expedition, the commodore very kindly gave the young officer instructions to proceed to London and also how to conduct the messenger and the dispatches properly to the Admiralty, so that he might not be disappointed of his well-earned and expected promotion.

This being attended to he arrived in London early in the morning of 10 September 1759 and was that day, in reward of his zealous services was duly sworn and received his commission as a lieutenant of the navy. He was then 21-years-old, and in this station he continued service nearly 30 years* in the East Indies, West Indies and North America, with a most unblemished character for courage and professional skill yet ever out of the way of

promotion. When his health declined, and being subject to the daily mortification of seeing his juniors promoted over him, he, about 26 years since, retired from active service, but retained his commission to the comforts of an easy fortune. He was, as stated in his epitaph, in every respect, a dutiful and loyal subject, a diligent and experienced officer, a skilful and intrepid seaman, an affectionate relation, a faithful friend and an honest man.

Gent-Mag. Vol. LXXIII.

*On board one ship, the *Asia*, for six years, which he always asserted was a circumstance unparalleled in the annals of the Royal Navy.

To the Memory of
CHARLES MARSHALL, Esq.
Near forty-five years Lieutenant in the Royal Navy.
He was a dutiful and loyal subject,
A brave and experienced officer,
a skilful and intrepid seaman,
an affectionate relation, a faithful friend,
and an honest man.

A fine memorial to him was placed in St Faith's Church after his death on 28 December 1803 aged 65. He was buried in the churchyard on 4 January 1804.

Admiral Sir Charles Bullen, 1769-1853.

Charles Bullen entered the navy in February 1779 on board the *Europe*, the flagship of Vice-Admiral Arbuthnot, on the North American station. After the Peace of Versailles in 1783 he was mostly in the Mediterranean, and was promoted lieutenant on 9 August 1791. In 1794 he was a lieutenant of the *Ramillies*, one of the fleet with Lord Howe in the battle of the 'Glorious First of June'. In 1797 he was first lieutenant of *Monmouth*, one of the ships implicated in the Nore mutiny, which was afterwards at Camperdown. On 11 October when Bullen, having been sent to take possession of the Dutch ship *Delft*, found her in a sinking state and remained trying to save the wounded until she went down. Bullen was rescued and, in recognition of his exertions, was promoted commander on 2 January 1798.

In 1801 Bullen commanded the sloop *Wasp* on the west coast of Africa, he was promoted captain on 29 April 1802. In 1804 he was appointed flag captain to Lord Northesk in *Britannia*, which he commanded at Trafalgar. *Britannia* was the fourth ship in the weather line led by Nelson himself and was thus early in action, continuing closely engaged until the end with a loss of 10 killed and 42 wounded.



Britannia, captained by Charles Bullen, shortly before the Battle of Trafalgar.

During the years 1807-11 Bullen commanded successively the frigates *Volontaire* and *Cambrian* in the Mediterranean off Toulon and on the coast of Spain. From 1814 to 1817 he commanded *Akbar* on the North American station and from 1824 to 1827 he was commodore on the west coast of Africa on *Maidstone*. In July 1830 he was appointed superintendent of Pembroke Dockyard, and also captain of the yacht *Royal Sovereign*, both of which offices he held until he became rear admiral on 10 January 1837. He had no further employment afloat but was advanced by seniority to the rank of vice admiral on 9 November 1846 and that of admiral on 30 July 1852. He was created CB on 4 June 1815, KCH on 13 January 1835, KCB on 18 April 1839 and GCB on 7 April 1852. He also received the gold medal for Trafalgar and a £300 good-service pension in 1843.

Oxford Dictionary of National Biography.

Captain Bullen is recorded living in Havant in 1819 when he, along with many others, signed a document on William Garrett's behalf on the sound condition of Leigh House. From 1817, until he was re-employed in the navy on half pay – it is possible that he took a house in Havant during this period. He died at Shirley, near Southampton, on 2 July 1853.

Admiral Stephen Poyntz, 1769-1847.



Brocklands, (Brockhampton House), on the corner of West Street and Brockhampton Road, photographed in 1961, formerly the home of Admirals Stephen Poyntz and Courtenay Osbourne Hayes.

Stephen Poyntz was born in 1771 the son of James and Mary Poyntz and entered the navy on 11 March 1784 on board *Blenheim* under Captain Boxer lying at Plymouth. In the course of the same year he sailed for the coast of Africa in *Grampus* under Captain Thompson and in 1785-6 he served at Newfoundland in *Winchelsea* under Captain Pellew. After cruising for a few months on the Halifax station in *Adamant* under Captain Knox, he was made lieutenant into *Thisbe* on 1 January 1791 under Captain George. In January 1793 he joined the frigate *Leda* under Captain Campbell attached to the forces in the Mediterranean. He attained the rank of commodore on 31 October 1795 in the sloop *Childers* on the English Channel station and was made post on 5 December 1796 into *Camilla*, also employed in the channel. He was subsequently appointed on 16 August 1797 to *Solebay* in the West

Indies and on 1 January 1801 to *Beaulieu* in the channel where he remained until May 1802. On 7 August 1804 he was appointed to *Melampus* on the Home and West Indies Stations and on 14 October 1806 for two months to *Tartar* at Halifax, then on 13 February 1810 to *Edgar* where he served in the Baltic until the following December.

In Childers Captain Poyntz effected the capture on 14 September 1796 of the privateer *La Bonne Esperance* of 25 men, and in company with *Melampus* under Captain Graham Moore aided in taking on 13 November the corvette *L'Etna*. During his command of *Solebay* he made prize in 1798 of the privateers *Augustine* of 23 men, *Destin* of 46 men and *Properite* of 61 men. On 24 November 1799 he also gallantly enforced the surrender of a French squadron off the island of St Domingo, which consisted of the armed store ship *L'Egyptienne* of 137 men, the ship-corvette *Eole* of 107 men, the brig-corvette *Levrier* of 96 men and the schooner *Venguer* of 91 men. Captain Poyntz was in command of *Beaulieu* in 1801 when the boats of that ship and of the frigates *Doris* and *Uranie* cut out the corvette *La Chevette* of 350 men, one of the most surprising exploits of the kind achieved. In *Melampus* we find him capturing two brigs, each of 50 men, most of them soldiers, and four luggers, each of 25 men, sailing from Bordeaux bound for Brest. Also the Spanish privateer *Hydra* of 192 men, three of whom were killed and several wounded before she surrendered. In September 1806, being in the same ship in company with *Belleisle* and *Bellona*, he contributed to the destruction, off Cape Henry, of the French *L'Impeteux*. He became a rear admiral on the retired list on 12 August 1819, a vice admiral on 22 July 1830 and a full admiral of the white on 23 November 1841.

A Naval Biographical Dictionary, 1849 – William R. O'Byrne.

It appeared Admiral Poyntz spent the last years of his life at Havant – he is first recorded at Seymour House, (Brockhampton House), in April 1836 and later, in both the census of 1841 and the Tithe Award of 1842, at Brockhampton House, where he died aged 78 on the 12 May 1847. His eldest son, also named Stephen, died as a lieutenant on April 1836 age 32.

Vice-Admiral Sir Charles Dashwood, 1765-1847.

Charles Dashwood was born on 1 September 1765 in Vallon Wood, Somerset, where his family had resided for 300 years. His father was Mr Robert Dashwood and his mother was the Hon. Mary Sweeting. He was baptised on the day of his birth at Bicknoller.



The Battle of the Saints, 12 April 1782, by Thomas Mitchell, 1782. Charles Dashwood acted as aide-de-camp to Admiral Sir George Rodney during the battle.

Admiral Sir Charles Dashwood first entered the navy on 9 January 1779 as a midshipman under the patronage of Lord Sandwich, the First Lord of the Admiralty, on board *Courageaux* under Captain Lord Mulgrave on the home station. In January 1782, he joined *Formidable*, the flagship of Admiral Sir George Rodney, to whom he acted as aide-de-camp in the battles of 12 April 1782, (Battle of the Saints), in the war against the French. The following three years were spent in the East Indies, latterly on board the sloop *Cygnat* as master's mate. In March 1794 he was a midshipman on board *Impregnable* and served on her during Lord Howe's battle of the 'Glorious First of June.' He distinguished himself during the conflict and on 20 June 1794 was promoted to lieutenant.

On 24 August 1798, while on board *Magnanime*, he assisted in the capture of the French frigate *La Decade* off Cape Finnestere and on 12 October of the

same year, while still on board *Magnamime*, he participated in Commodore Warren's action with a French squadron and the capture of *Le Hoche* and the frigates *Embuscade*, *La Coquille* and *Bellone* off the coast of Ireland. For his part he took possession of *Le Hoche* and received the French commodore's sword and was placed in charge of *La Coquille*, which he safely brought back to Plymouth.

Lieutenant Dashwood was promoted on 2 August 1799 to the command of *Sylph*, in which, on 31 July and 29 September 1801 while stationed off the north coast of Spain, Captain Dashwood successfully twice fought off the French frigate *L'Artemise*. Though badly damaged and outnumbered the *Sylph* managed to beat off the French ship. For his conduct Captain Dashwood was promoted to post rank on 2 November 1801. On 28 November 1803 he commanded the *Bacchante* in the West Indies where he captured two Spanish ships, the schooner *La Elizabeth* and the *La Felix*. From 21 October 1805 until January 1810 he was in command of *La Franchise*, mostly in the West Indies where again he captured Spanish and Dutch armed vessels and brought home from Jamaica a convoy of 109 sail under circumstances of great difficulty. In August and September 1807 he accompanied Admiral Lord Gambier in his expedition against Copenhagen before, in 1808, again returning with a convoy to the West Indies. In December 1808 he took possession of the town of Samana, St Domingo, almost the last refuge on the station for the enemy's privateers and further captured two armed Spanish vessels.

He removed next to *Pyamus* in the Baltic. In the disastrous winter of 1811, after capturing a Dutch privateer, he commanded a squadron of 10 frigates and smaller vessels, left on that station by Admiral Sir James Saumarez, to collect and bring home the remnants of Rear-Admiral Robert Carthew Reynolds unfortunate convoy. On this occasion he took upon himself the responsibility of passing through the Malmo Channel, instead of the Great Belt, as he had been ordered, and thereby saving the whole from destruction. He afterwards made prize of eight American vessels, and on his transference on 15 August 1812 to *Cressy* was presented with a piece of plate by the officers of *Pyamus*. After serving sometime in the North Sea, under Admiral

William Young, he escorted a valuable convoy to the Leeward Islands, whence he returned with another of equal importance

At the review in the summer of 1814 of the fleet at Spithead he steered the Royal Barge. On joining *Norge* on 12 August 1814 he took part in the ensuing operation against New Orleans in the war against the United States of America, where the unwearied and cheerful assistance he afforded Rear-Admiral Pultteney Malcolm in the debarkation of the army was officially reported by Sir Alexander Cochrane.

In 1821, Captain Dashwood commanded *Windsor Castle* and *Impregnable* as flag captain to Admiral Sir Alexander Cochrane, Commander-in-Chief at Plymouth. He became a rear admiral on 22 July 1830 and a vice admiral on 23 November 1841. He was nominated KCB on 4 July 1840.

A Naval Biographical Dictionary, 1849, William R. O'Byrne.

Havant – 18 March 1820, *Hampshire Telegraph*.

*THERE will be a BALL at the Bear Inn, Havant, on Thursday next, the 24inst.
– Dancing to commence at Eight o'clock. – Tickets 5 shillings.*

Hon. Mrs Dashwood, Mrs Leeke

*Patronesses**

Captain Dashwood R.N. Mr Longcroft

Stewards

*The two patronesses were the wives of Captain Charles Dashwood and the then Captain Henry Leeke.

Charles Dashwood married in 1799 Elizabeth de Courcy, daughter of Lord Kingsale. The then Captain Charles Dashwood is recorded as living in Havant in 1819 during a period of half-pay. He is also recorded as a signatory to a document on William Garrett's behalf on the sound condition of Leigh House published in 1819. He died at Torquay on 21 September 1847.

Captain Henry Garrett, 1786-1865.

Henry Garrett was born in Hambledon on 19 December 1786 and entered the navy on 10 August 1799 as a first-class volunteer on board *Impregnable* under Captain Jonathon Faulknor. On the 19 October following, as a midshipman, he was wrecked between Langstone and Chichester. He then

joined *Puissant* at Spithead. Afterwards he was attached from January 1801 to January 1806 to *Belleisle* under Captains William Domett, Charles Boyles, John Whitby, and William Hargood and accompanied Lord Nelson to the West Indies in pursuit of the combined fleets of France and Spain. He also took part in the battle of Trafalgar. On subsequently joining *Culloden*, bearing the flag in the East Indies of Sir Edward Pellew, he was there appointed acting lieutenant on 18 April 1807 of *La Bellone* under Captain John Bastard. In this capacity he followed the latter officer into *Deaigneuse* and next removed to *Psyche* under Captains John Edcombe and Robert Festing. Mr Garrett, who commanded the boats of the latter vessel at the attack on a fort and the destruction of several vessels at Rutterah during a rebellion among the natives of Travancore on the Malabar coast. He was not, however, confirmed by the Admiralty until 21 August 1809 during which period he had been fulfilling for eight months the duties of first lieutenant of a frigate. In 1810-11, being still senior of the *Psyche*, he assisted at the reduction of Mauritius and of the island of Java. As supernumerary lieutenant of *Rhin* under Captain Charles Malcolm he afterwards, during the summer of 1812, served on shore in co-operation with the patriots on the north coast of Spain, and was wounded while in command of a battery at Santander. His next appointments were on 11 December 1813 to *Medway*, flagship of Sir Charles Tyler at the Cape of Good Hope, and on 7 February 1815 to *Harpy* under Captain George Tyler, with whom he returned home and was paid off in March 1816. From 8 March 1832 to 8 March 1837 he appears to have had charge of the semaphore station at Holder Hill, Midhurst, and from 10 December 1841 until closure of the station on 31 December 1847 he was in charge of the station at Beacon Hill, near Petersfield.

A Naval Biographical Dictionary, 1849, William R. O'Byrne.

Lieutenant Garrett reached the rank of commander on 28 July 1851. It appears that from around 1851 until his death on 14 January 1865 Commander Garrett was living in Havant. Directories for Havant from 1851 record him living at West Street and the 1861 census has him living with his sister, Ann Goldsmith, and a servant in West Street.

Rear-Admiral William Butterfield, 1766-1842.

William Butterfield had a naval career of 61 years during which time he had been present in seven general actions, these included serving as a lieutenant on *Majestic* under Captain Charles Cotton during Lord Howe's famous victory, 'The Glorious 1st of June,' 1794. On 21 April 1798 as first lieutenant on *Mars* under Captain Alexander Hood he was with the fleet off Brest. In company with the other ships of the inshore squadron, *Ramillies* and *Jason*, they discovered a French ship, *Hercule*, making for the harbour. About 9 p.m. *Mars*, by herself, found *Hercule* at anchor off the Pointe du Raz waiting for the tide to turn. The darkness and the strength of the current prevented any attempt at manoeuvring. After an interchange of broadsides *Mars* fell alongside *Hercule* with the effect that the anchors at the bows became hooked together with the two ships touching, and the guns, which could not be run out, were fired in many cases from inboard. Such conditions led to *Hercule* losing 315 men killed or wounded, and with her guns dismounted, she struck her colours. Casualties on *Mars*, a similarly sized but older ship, totalled no more than 90. Early in the action Hood had been shot in the thigh by a musket bullet which cut a femoral artery. He was carried below, and expired just as the sword of the French captain, who also died later, was placed in his hand. For his gallantry during the battle Butterfield was made commander of *Mars* after Captain Hood's death.

Oxford Dictionary of National Biography.

In 1802 Commander Butterfield was promoted to post rank and became Rear-Admiral of the Red on 10 January 1837. He died at Portsea on 3 October 1842. The then Captain Butterfield is recorded as living in Havant between 1803 and 1805 although it is possible he was living in the town earlier. In September 1803 he was among a group of Havant worthies who made donations to the Havant Volunteer Corps to help defray expenses for clothing. In 1804, Eliza Butterfield, the first wife of Captain Butterfield, died in Havant, and in the September of the following year Captain Butterfield sold all of his household furniture and affects in his house in South Street and removed to Portsea where he died 5 October 1842. He is buried in the graveyard of the Garrison Church at Southsea.

Elmleigh's Naval Connections.

Elmleigh, an early 19th-century villa standing close to Havant railway station in Leigh Road, has been the home of two naval officers, firstly Captain Thomas Hodgkinson and latterly Admiral of the Fleet Sir Roger Roland Charles Backhouse GCB, GCVO, GMG.

The house, originally known as Shawefield House, was built circa 1810 by George Augustus Shawe. It remained with the Shawe family until 1870 when it was acquired by Captain Thomas Hodgkinson RN who renamed the house Elmleigh. It has now been divided into apartments.

Captain Thomas Hodgkinson RN, JP, 1814-82.



Grave of Captain Thomas Hodgkinson RN in
New Lane Cemetery.

Captain Hodgkinson's naval career started when he joined the Royal Navy as a cadet on 18 December 1838 and reached the rank of lieutenant on 4 May 1841 and was made commander on 13 November 1851. On his final promotion to captain on 1 January 1867 he was placed on the retired captain's list. He appeared to not have served in any war service

He sat as a local magistrate on the Havant bench as well as Portsmouth, where he lived before moving to Havant. He died at his residence, Elmleigh, in January 1882 aged 68. He is buried in the St Faith's cemetery in New Lane. His wife Jane lived on at Elmleigh, dying there in her 92nd year in 1911.

Admiral of the Fleet Sir Roger Roland Charles Backhouse GCB, GCVO, GMG. 1878-1939.



Admiral of the Fleet Sir Roger Roland Charles
Backhouse GCB, GCVO, GMG.

Born the fourth son (twin of Lieutenant Colonel Miles Roland Charles Backhouse) of Sir Jonathan Backhouse Bt. and younger brother of Sir Edmund Backhouse Bt., an oriental scholar and fraudster, he joined the training ship *Britannia* in 1892 and went to sea as a midshipman in 1894 in the battleship *Repulse* in the Channel Squadron. On 15 March 1898 he was promoted to sub lieutenant and promoted a full lieutenant a year later on 15 March 1899 when in November of that year he joined the battleship *Victorious* in the Mediterranean Fleet.

After qualifying as a gunnery officer at *Excellent* on Whale Island in 1903 he served in the battleships *Russell* and *Queen* again in the Mediterranean for over two years. In July 1905 he returned to the gunnery school at Whale Island as a senior staff officer for two years before he was appointed gunnery officer of the battleship *Dreadnought* in August 1907.

He was promoted commander on 31 December 1909 and spent another year as experimental officer at Whale Island before he became flag commander to Admiral Sir Francis Bridgeman, Commander-in-Chief of the Home Fleet.

He was promoted captain at the outbreak of war on 1 September 1914 and reappointed to the staff of the commander-in-chief of the Home Fleet with specific gunnery duties. After successfully commanding *Conquest* in different actions he was in 1916 appointed flag-captain and gunnery expert to Admiral Sir David Beatty, then in command of the Home Fleet. After the war ended he was appointed Director of Naval Ordnance in September 1920.



HMS Dreadnought, 1906.

In January 1923 Backhouse went back to sea in command of the battleship *Malaya* in the Atlantic Fleet until August 1924. He was promoted rear admiral in April 1925 and in February 1926 he became rear-admiral-commanding the 3rd Battle Squadron in the Atlantic Fleet, a post he held for a year. In November 1928 he was appointed third sea lord and controller of the navy at the Admiralty. By March 1932, and now vice admiral, he was again at sea and second in command of the Mediterranean Fleet under Admiral Sir Ernle Chatfield and subsequently Admiral Sir WW Fisher. Knighted in 1933, he remained in the Mediterranean until May 1934, being promoted to admiral in February 1934.

In August 1935 Backhouse was made the commander-in-chief of the Home Fleet with his flag in the battleship *Nelson* until April 1938 when it was announced that he would succeed Lord Chatfield as First Sea Lord and chief of naval staff. Before he took up his post at Admiralty House in August 1938, he was appointed first and principal aide-de-camp to George VI.

At the outbreak of war he supported Chamberlain's stance on the Munich agreement but before war had actually begun he was diagnosed with a brain

tumour which forced him to retire in May 1939. He died in London on 15 July 1939, shortly after being promoted Admiral of the Fleet. He is buried in St Martin's-in-the Field Church in London.



Langbrook, Langstone Road, circa 1937, formerly the home of Admiral of the Fleet Sir Roger Roland Charles Backhouse GCB, GCVO, GMG. and Vice-Admiral Raymond Nugent CMG.

His links with Havant were twofold, by 1911 he was living at Langbrook, Langstone Road, but by 1920 and until around 1928 he was living at Elmleigh, Leigh Road.

Admiral Sir Henry Leeke, 1784-1870.

Henry Leeke was born in 1784 the son of Samuel Leeke of Havant, a deputy lieutenant of Hampshire, he entered the navy in 1803 under the patronage of his godfather, Lord Henry Paulet, on the guardship *Royal William* at Spithead. He first went to sea in 1806 in the frigate *Iris*. He afterwards served in *Royal Sovereign*, flagship of Vice-Admiral Edward Thornbrough, and in *Terrible* under Paulet. As midshipman of *Volontaire* he commanded a boat on the night of 31 October 1809 when four armed vessels and seven merchant ships were taken from under the batteries in the Bay of Rosas by the boats of the squadron. He was serving in the *Persian* when he was promoted lieutenant on 24 November 1810. She brought home a large number of prisoners who one night attempted to capture the ship. Only Leeke and a quartermaster were on deck, but snatching up cutlasses they stopped the rush of the

Frenchmen and kept them at bay until assistance arrived. He continued serving, chiefly in the Mediterranean, during the war and was promoted to commander on 15 June 1814.

From 1819 to 1822 he commanded the sloop *Myrmidon* on the west coast of Africa. He imposed British order on indigenous coastal rulers, surveyed the coast, and suppressed the slave trade *he either liberated, or contributed to the release of 3,000 human beings*. At Bonny he compelled the king to agree to a treaty fixing the duty payable by British merchants on palm oil, which *saved many thousands per annum to the importers of Liverpool* (ibid.). For assistance to a wrecked schooner he received a gold medal from the Portuguese government.

In 1824 Leeke was appointed to the yacht *Herald* in which he took out the bishops of Barbados and Jamaica, and so had the opportunity of bringing home from the Havana a freight of upwards of \$1million in coinage. He was advanced to post rank on 27 May 1826. On 1 April 1835 he was knighted for his African services and on 25 January 1836 was made KH.

From 1845 to 1848 Leeke was flag captain to Admiral Sir John West at Devonport, and in 1852 he was appointed superintendent and commander-in-chief of the Indian navy. The duties were principally administrative but when war with Persia began in November 1856 he commanded the squadron which convoyed the troops to the Persian Gulf, covered their landing, and on 10 November drove half the garrison out of Bushehr in a four-hour bombardment. He returned to England in March 1857 after five-year's service. He had been promoted to rear admiral on 15 April 1854 and on 1 October 1858 he was made a KCB. He became vice admiral on 2 May 1860 and admiral on 11 January 1864.

In April 1859 Leeke was appointed a lord of the admiralty by Lord Derby's minority Conservative government, and at the general election later that month was elected MP for Dover as a Liberal-Conservative supporter of Lord Derby. He held office at the Admiralty only until June 1859 when the government fell, but retained his Dover seat until his retirement in 1865.

Oxford Dictionary of Naval Biography.

In 1830 as a magistrate living in West Street he became involved in quelling the local riots which were a result of the 1815 Corn Law which imposed a prohibitive price on imported corn when the domestic price was lower than eight shillings (40p) a quarter. This measure failed to stabilise prices, dealers kept corn off the market to force prices up above eight shillings. It was a law widely criticised by radical politicians as legislation designed to protect the landed interests at the expense of the poor. After various amendments the law was repealed in 1869.

In 1833 the then Captain Leeke purchased land at Mid-Leigh and had West Leigh House erected by a firm of Winchester builders. An 1833 map records the house with the road from Havant, now called New Lane, running through the property. At some later date Captain Leeke had this road moved to the east. In 1858 Leeke sold West Leigh House to Montague Delmar for £4,450. He moved for a while to Hayling Island before his death on 26 February 1870 at his home, Uplands, near Fareham, in his 96th year.

Henry Leeke married Augusta Sophia on 13 November 1818 at Minster-in-Sheppy, Kent, she was the second daughter of James Dashwood and died in 1861. They had at least two children. Following Augusta's death Leeke married Georgiana Lucy Cecilia, the only daughter of the Reverend Geoffrey Hornby, in 1863. His eldest and only surviving son, Henry Edward Leeke, died on 2 May 1885 aged 59.

Captain Henry Barnard Hankey, 1818-80.

Henry Barnard Hankey was the son of John Barnard Hankey of Fetcham Park, Surrey, he became a mate/sub lieutenant in the navy on 6 March 1839. In June 1844 he served aboard *Agincourt* before reaching the rank of lieutenant on 2 July 1845. In December 1848 he served aboard *Hibernia*, the flagship of Vice-Admiral Sir William Parker in the Mediterranean. On 26 May 1855 he was made a commander before being placed on the retired list on 1 July 1865. He reached the rank of captain on the retired list on 26 April 1870. In July 1879 Captain Hankey acquired West Leigh House, the former home of Admiral Sir Henry Leeke, and died there on 25 October 1880. He was a county magistrate for the Havant Bench

Captain Apsley Dunbar Maxwell Cherry, 1876-1955.

Captain Apsley Cherry was born in Norwood, Surrey, on 7 August 1876 the son of William Cherry the Surgeon General. He entered the navy as a cadet on 15 July 1890 and on 31 December 1910 reached the rank of commander. On 1 August 1911 he was appointed commander of the destroyer *Crusader* and on 3 December 1913 he was appointed in command of the destroyer *Paragon*. He finally reached the rank of captain on 30 June 1917 and in September of that year he was appointed in command of the depot ship *Columbine*. His final command was *Monitor* on 11 May 1920. He was placed, at his own request, on the retired list on 22 June 1922. During the Second World War he came out of retirement and commanded, between 1943 and 1945 *Hannibal* and *Fabius* at the Royal Naval Bases at Tangiers and Taranto. In the 1930s he is recorded as living at West Leigh Cottage and had presumably moved out before the Admiralty took over the control of the building during the Second World War. He died in France on 24 May 1955.

Vice-Admiral Charles James Norcock. 1847-1933.

Father of the Royal Naval Volunteer Reserve.

Vice-Admiral Charles James Norcock was the second son of Commander JH Norcock, whose naval service dated back to 1821, and his mother was the daughter of Captain Lowcay RN. Born at Plymouth on 30 September 1847 he was sent to the Royal Naval School, then at New Cross, and entered the royal navy in June 1861. After serving a commission in China in *Iron Duke*, the flagship of Vice-Admiral Sir Charles Shadwell, he decided in 1876 to qualify in the torpedo branch, then newly starting, and joined *Vernon* of which Sir AK Wilson was the commander. Later on, when Wilson was appointed to the torpedo-depot ship *Hecla*, Norcock served with him and was her senior and topped lieutenant at the bombardment of Alexandria in 1882. He afterwards took part in the operations on shore and was mentioned in dispatches. Later he was present in the Suez Canal during the naval occupation and served at Tel-el-Kebir in September 1882. He was in command of a torpedo party on the Sweet Water Canal and was attached to the naval flotilla which moved the wounded to Kassassin and Ismalia. For his services he received the medal

with two clasps and the Khedive's bronze star. He was specially promoted to commander in November 1882 and re-appointed to *Hecla*. In 1884 he served in her during the Eastern Sudan operations.

The next appointment was an indication of his high standing in the torpedo branch for he was made the first commanding officer of *Defiance*, which he commissioned on 13 December 1884 as torpedo school ship at Devonport. After three years there he took command of the gun vessel *Curlew* which was attached to the channel fleet, and in June 1889 was promoted to captain. In this rank he commanded the light cruiser *Caroline* in China. He was commodore on the south-east coast of America with his broad pennant in the cruisers *Retribution* and *Flora*. From 1899 to 1902 he held the post of assistant superintendent of naval reserves. He was unfortunate in that he reached the age limit of 55 on 30 September 1902 as a few days before he would have promoted to rear admiral. As it was he reached this rank on the retired list in October 1902 and that of vice admiral on 1 January 1907.

From 1902 to 1904 Norcock rendered invaluable service as naval member of the admiralty volunteer committee. As a result of Sir Edward Grey's committee on naval reserves, the Royal Naval Voluntary Reserve (RNVR) was constituted in 1903 by Act of Parliament, with the admiralty volunteer committee as its governing body. The first duty of this committee was to draft the RNVR regulations for which Norcock's knowledge and experience were indispensable. Later he handed over his post to a commander RN on the active list but he had the satisfaction of seeing the RNVR firmly established in a manner of which was abundantly clear during the war.

He died in his 86th year on 14 March 1933 at his house, Sherwood, East Street, his wife dying three months before. The funeral took place in St Faith's Church.

The Times, 16th March 1933.

**Engineer Vice-Admiral Sir George Goodwin KCB, MIME, Hon.
LLD, 1862-1945.**

Engineer Vice-Admiral Sir George Goodwin was the son of Charles Frederick Goodwin and was born 28 May 1862. At an early age he became an apprentice at Portsmouth Dockyard and attended the Dockyard School. He

was very successful in his examinations and obtained the highest place in the Cambridge Local Examinations, which entitled him to a scholarship to Cambridge University. He decided, however, to continue his naval engineering career and in 1882 he was appointed assistant engineer and continued his technical training at the Royal Naval College at Greenwich. His first ship was *Malabar*, an Indian troopship, in which he sailed as assistant engineer in August 1885. *Malabar* is of interest as being one of the first ships to be equipped with triple-expansion engines and had a relatively high speed for those days of about 15 knots. After about a year at sea Goodwin returned to the Admiralty and Chatham Dockyard where his future work lay. He was promoted engineer in 1887 and chief engineer in 1891. For three years from 1894 to 1897 he served as chief engineer in the light cruiser *Bellona*, a ship of the Channel Squadron. The following year he was appointed to the Admiralty Dockyard Branch and in 1899 was made fleet engineer. For two years he served as chief engineer of Chatham dockyard and in 1906 returned to the Dockyard Department at the Admiralty, and was for about a year assistant to the Director of Dockyards. In 1907 he was promoted engineer captain and took the office of deputy engineer in chief of the fleet under Engineer Vice-Admiral Sir Henry Oram. When Sir Henry retired in 1917 Sir George became engineer-in-chief of the fleet. He had gained the CB in 1913 and was made a KCB at the end of the war. On 28 May 1922 he was placed on the retired list.



Sir George Goodwin and his grave stone in Warblington cemetery.

When Sir George Goodwin began his career ships were powered by coal fired Scotch boilers and triple-expansion steam engines, and when he retired oil fired water-tube boilers and geared steam turbine engines had come into their own and were in wide use.

In March 1925 Sir George joined the Board of J Samuel White and Co. Ltd of East Cowes, and in December 1932 he became chairman of the company. His wide knowledge enabled the firm to pass from wartime to peace production. In October 1935 Sir George resigned from the board and relinquished his post as chairman and lived quietly in retirement at Pen Dre in Southleigh Road. It is generally acknowledged that he was one of the most capable engineers who have ever held the high office of Engineer-in-Chief of the Fleet.

Obituary, *The Engineer*, 13 April 1945.

In 1885 he married Mary, daughter of Fleet Engineer Thomas Sager RN, and had one son, Engineer Rear-Admiral Frank Goodwin DSO and one daughter. For his services in the First World War he was awarded the Russian Order of St Stanislas, First Class, the Grand Cordon of the Order of the Sacred Treasure of Japan, and the Distinguished Service Medal of the United States of America, and he was made a Commander of the Order of the Star of Romania. Sir George Goodwin died at his home, Pen Dre, Southleigh Road, on 2 May 1945.

Sir James Roffey KCB, 1832-1912.

Chief Inspector of Machinery, Royal Navy.

Sir James Roffey KCB, joined the Royal Navy as an assistant engineer in February 1852. He was promoted to engineer in March 1857, chief engineer in March 1860, inspector of machinery in October 1879 and chief inspector of machinery in January 1883.

Sir James saw service in the China War in 1854 and in Egypt in 1882 when he was made a CB for his services, he received a medal on each occasion the latter having a clasp, he also had the Khedive's Bronze Star.

From November 1883, until his retirement in March 1888 he was employed in the steam reserve at Sheerness. He was awarded a Greenwich Hospital Pension in June 1902 and on the occasion of the Coronation of George V was promoted to KCB.

Obituary, *The Times*, 3 May 1912.

It appears that after his retirement in 1888 Sir James Roffey retired to Havant taking Pallant House in The Pallant as his home until his death there

on 2 May 1912. His daughter, Allison, married Vice-Admiral John Blaxford in 1894.

Admiral Sir John Acworth Ommanney, 1773-1855.

John Acworth Ommanney was the eldest son of Rear-Admiral Cornthwaite Ommanney who died in 1801, he entered the navy in 1786 on board the frigate *Rose* under Captain Henry Harvey on the Newfoundland station. He afterwards served from 1788 to 1792 in the Mediterranean, and in July 1792 was appointed to *Lion* under Sir Erasmus Gower, which took Lord Macartney to China. On 20 May 1793 Ommanney was promoted lieutenant and, on returning to England in October 1794, was appointed to the frigate *Aquilon* cruising in the channel. In March 1795 he was moved to *Queen Charlotte*, one of the ships with Lord Bridport in the engagement off Lorient on 23 June. On 6 December 1796 he was promoted commander. During the mutiny at the Nore he commanded gun-brig No. 28 for the defence of the Thames, and in December 1797 was appointed to the brig *Busy* in the North Sea, with considerable success. In August 1799, in company with the brig *Speedwell*, he stopped a fleet of Swedish merchant ships under the convoy of a frigate. Ommanney had intelligence that some of these ships were laden with contraband of war and were bound for French ports and, as the frigate refused to allow them to be searched, he sent the whole fleet into the Downs off the Kent coast for examination. His tact and determination received the particular approval of the Admiralty.

In January 1800 Ommanney went to the West Indies but was obliged by the state of his health to return in July. On 16 October he was advanced to post rank and during 1801 commanded, in rapid succession, the frigates *Hussar*, *Robust* and *Barfleur*, bearing the flag of Rear-Admiral Collingwood, in the channel fleet. Ommanney was married in October 1803 to Frances, daughter of Richard Ayling of Slidham, Sussex, by whom he had four daughters. From 1804 to 1806 he was flag captain to Sir Erasmus Gower on the Newfoundland station. He did not serve at sea again for 19 years, a period that can be explained only by his Whig politics. In 1825 he was appointed to *Albion* which, after some time at Lisbon, joined Sir Edward Codrington in the Mediterranean and had an important part in the battle of Navarino on 20

October 1827. Ommanney received the CB and French, Russian and Greek decorations for this service.

On 22 July 1830 Ommanney was promoted rear admiral and was knighted on 23 May 1835 and nominated a KCB on 20 July 1838. From 1837 to 1840, with his flag in *Donegal*, he had command of the Lisbon station and from September 1840 to October 1841 he commanded at Malta during the prolonged absence of the commander-in-chief, Sir Robert Stopford. He became a vice admiral on 23 November 1841 and admiral on 4 May 1849. He was commander-in-chief at Devonport from 1851 to 1854, during the latter part of which time the fitting out of the fleet for the Baltic put severe strain on his nerves enfeebled by age.

Politically, Ommanney was closely linked to Palmerston and through him to Lord Minto and Sir Charles Adam, a fact of some significance during his service at Lisbon and in the Syrian crisis of 1840. Palmerston thought highly of his good sense and valued his political support in Portsmouth.

He died at Warblington House, on 8 July 1855. Lady Ommanney died a few weeks after on 17 August. Sir Francis Molyneux Ommanney, the navy agent and MP for Barnstaple, who acted as banker and agent for Lord Collingwood, was Ommanney's brother.

Oxford Dictionary of National Biography.

Admiral Sir John Acworth Ommanney and Sir George Staunton Bt.



Admiral Sir John Acworth Ommanney, lithograph, RJ Lane, 1851. *National Portrait Gallery.*

Admiral Sir John Ommanney must have first come into contact with George Staunton as early as 1792 when George was 11-years-old. George

accompanied his father, Sir George Leonard Staunton, on Lord MacCartney's expedition to China on board *Lion* on which Ommaney was just a 19-year-old midshipman. Many years later, Ommaney settled at Warblington, a mile or two from Leigh Park, the home of Staunton Junior. Politically Staunton and Ommaney were very close with Ommaney supporting Staunton in his 1832 election campaign for the South Hampshire Constituency by standing up and stating that: *He, Sir George, was a upright and talented man, who would never swerve away from his duty.*

Unfortunately Staunton was not returned to parliament but Ommaney and Staunton stood as running mates in the election for South Hampshire in 1837 but again were unsuccessful.

Admiral Sir Erasmus Ommaney, who died in 1904, was his nephew, the son of his brother Sir Francis. Sir Erasmus discovered in August 1850 the whereabouts and remains of the Franklin expedition. He was awarded the Arctic Medal for this and for his scientific researches

Vice-Admiral Sir Dudley Burton Napier North KCVO, CB, CSI,
CMG, ADC, 1881-1961.



Sir Dudley North.

Vice Admiral Sir Dudley Burton Napier North is best remembered as the officer whose treatment in the Second World War provided a close parallel to that meted out to Admiral Byng in the 18th century. Both were made the scapegoats for disasters which resulted from mismanagement in London. North, fortunately was not shot as befell Admiral Byng but he suffered the disgrace of being relieved of his duties during the war and afterwards being placed on the retired list. In 1957 he was exonerated and the stain on his character was removed by the then Prime Minister, Harold MacMillan.

He was the son of Colonel Roger North of the Royal Artillery and born 25 November 1881. He joined the navy as a cadet in January 1896 and served on *Britannia* until August 1897 when he became a midshipman, firstly on *Jupiter* and then on *Illustrious* up to March 1901. As a sub lieutenant in 1902-03 he was on the cruiser *Minerva* and the destroyer *Charger*. From 1903 until 1914 he was a lieutenant in the cruisers *Rainbow*, *Donegal*, and *New Zealand*. During the First World War he served in the *New Zealand* up to December 1916 and took part in three principal North Sea actions at Heligoland (1914), Dogger Bank (1915) and Jutland (1916). He then transferred to the Admiralty where he acted as a naval assistant. For his war service afloat and at the Admiralty he was awarded the Order of St Michael and St George (CMG) in June 1919.



Before the outbreak of the Second World War Sir Dudley lived in the grounds of the remains of Warblington Castle.

During the next three years he took part in the overseas tours of the Duke of Windsor, then Prince of Wales, in the battle cruisers *Renown* and *Repulse*, first as naval aide-de-camp and later as extra equerry. On his return from Canada in December 1919 he was awarded the Royal Victorian Order (MVO), in October 1920 he was promoted to commander of the Victorian Order (CVO) He also served as extra equerry to the Duke of Connaught during his Indian tour in 1920 to 1921. He had been promoted to captain in December 1919.

From 1922 to 1924 he commanded the cruisers *Caledon*, *Champion* and *Castor*. In 1925 he was again extra equerry to the Duke of Windsor on his tour in the *Repulse* to West and South Africa and South America. In 1926-27 he was flag captain in *Revenge*, Atlantic fleet flagship, and in 1927-29 flag captain and chief of staff in the reserve fleet. After a few months in command of *Tiger* he was appointed director of the operations division, naval staff, from 1930 to 1932 until promoted to rear admiral.

His first flag appointment was as chief of staff to Admiral Sir John Kelley, commander-in-chief to the home fleet. In December 1934 he was made rear admiral commanding HM Yachts in the *Victoria and Albert*, and held this post until war broke out in 1939. In May and June 1939 he accompanied the King and Queen on their tour to Canada and the United States of America. He created a Knight Commander of the Victorian Order in May 1937 on the occasion of the coronation naval review.

Shortly after war broke out Sir Dudley was appointed flag officer commanding, North Atlantic Station, Gibraltar. He served there with distinction throughout the difficult period of the fall of France and the strained relations with that country which resulted from the British attack on the French Fleet at Merse-el Kebir in June 1940.

In September 1940 an expedition to Dakar by the Free French Forces under General De Gaulle, supported by a British squadron, became a fiasco in which a number of casualties were sustained. After this event North was called to account for not, a fortnight earlier, taking action, which would have been contrary to the Admiralty orders under which he was acting at the time, to stop six French men-of-war from Toulon when they passed through the Straits of Gibraltar on their way to French West Africa. He was informed that he had forfeited the confidence of the Admiralty by failing *in an emergency to take all prudent precautions without waiting for Admiralty instructions* and he was unceremoniously relieved of his command. He was refused a court martial before which he could have defended himself against the charge or even a formal court of enquiry. After a year's unemployment during which he joined the Home Guard he was placed on the retired list. He was later employed in a lower rank in the minor post of flag officer, Yarmouth.

North was convinced, as was his fellow brother officers, that he was treated unjustly and had been made the scapegoat for the political failure at Dakar. He kept his peace until after the war when the full facts were eventually published but it was not until 1957 when the slur on Sir Dudley North's professional reputation was finally removed. The Prime Minister, Harold MacMillan, re-examined the case and stated categorically in Parliament on 23 May 1957 that:

Admiral North cannot be accused of any dereliction of duty. He obeyed his orders as he interpreted them, and some blame must rest on the fact that they were not drawn with complete clarity.... He has nothing with which to reproach himself. He had 44 years of long distinguished and devoted service in the Royal Navy and there is no question of his professional integrity being impugned.

On this statement, Lord Chatfield, one of the five admirals of the fleet commented in *The Times* the next day: *The past cannot be completely thrown overboard; punishment cannot be cancelled but honour can be restored.*

Sir Dudley North died at his home in Dorset on 15 May 1961 and was buried at sea off of Portland.

Admiral to Kick-off at Soccer Match

Admiral Sir Dudley North has consented to kick-off at a football match between Australian Naval teams at Havant Park at 3.15 on Wednesday afternoon. A collection will be made on behalf of the Havant War Memorial Hospital. This maybe the last public ceremony the Admiral will perform prior to leaving Havant for the West Country as he is giving up the tenancy of Warblington Castle.

Portsmouth Evening News, Monday 22 September 1941.

[When Edward VIII abdicated on 11 December 1936 it is recorded that he left at night from his home at Fort Belvedere in Windsor Park for Portsmouth. He arrived shortly after midnight and boarded *Fury* which departed at 2 a.m. for France. It was said locally that he had spent his last hours in England at Warblington Castle although it could not be understood why this should have

been. However, now knowing his previous close association with the resident, Sir Dudley North, this could well have been true.]

Ralph Cousins.

Rear-Admiral Sir William Henry Pierson, 1782-1858.

William Henry Pierson entered the navy on 27 May 1796 as an able seaman on board the *Asia* under Captain Robert Murray bearing the flag of Admiral Vandeput, commander-in-chief in North America. In May 1798 he attained the rank of midshipman. In December 1800 he removed to *Belleisle* under Captains William Domett, Charles Boyles, John Whitby, and William Hargood, with the last mentioned of whom, after cruising with the channel fleet, he proceeded to the Mediterranean and then to the West Indies and back in pursuit of the combined squadrons of France and Spain. For his conduct as master's mate in the action off Cape Trafalgar on 21 October 1805, where he was wounded, Mr Pierson was promoted on 24 December in that year to a lieutenancy in *Conquerer* under Captains Israel Pellew and Edward Fellowes, employed both on the home and Mediterranean stations. Here, from April 1810 until July 1815, we find him in succession serving on the *Northumberland* under Captains William Hargood and the Hon. Henry Hotham, *Calendonia*, the flagship of Sir Edward Pellew, *Menolaus* under Captain Peter Parker, *Ville de Paris* and *Boyne* each under the orders of Captain George Burlton, *Fylla* under Captain William Shephard, and *Ampilon* under Captain James Pattison Stewart. While first of *Fylla* he was slightly wounded, as was a marine, at the capture on 30 January 1814 of the French privateer lugger *L'Incoanu* with 109 men, five of whom were killed and four wounded. He was often during the above period engaged in cutting out the enemy's vessels and in co-operating with the patriots of Catalonia. Between 30 March 1824 and 16 August 1825 Lieutenant Pierson served as senior on board *Wellesley* under Captain Graham Eden Hamond. This ship was at first stationed as a guardship at Portsmouth and then engaged in conveying Lord Stuart de Rothesay to the Brazils. In December 1825 he returned home with Captain Hamond in *Spartiate*. Attaining the rank of commander on 27 March 1826 he did not go afloat until appointed on 11 June 1836 to *Madagascar* under Captain Sir John Strutt Peyton fitting for the West Indies. In the

following October, while lying in Kingstown, Dublin, and prior to her final departure, *Madagascar* was visited by the lord lieutenant, the Marquis of Normanby. On this occasion Captain Pierson received the honour of a knighthood. He was advanced to post rank on 28 June 1838, two months after the ship had been paid off, and was not employed since that date.

A Naval Biographical Dictionary Vol. II, William O'Byrne, 1849.

He was placed on the list of retired rear admirals on 10 September 1857. Sir William Pierson was married at St Thomas a Becket Church, Warblington, on 13 July 1826 to Jane Daun the daughter of Edward Daun of Warblington. The Pierson family lived at Langstone House, a property inherited by Jane Daun from her father. Sir William died at Langstone on 25 March 1858 aged 76.

Captain Robert Harris, 1809-1865.

Robert Harris was born 9 July 1809 and entered the navy on 26 January 1822 and become a lieutenant on 21 May 1833 and a commander on 8 June 1844. On 7 September he was made commander of the brig *Flying Fish*, which was part of an experimental squadron of fast brigs. From 1 March 1848 he served on board *Ganges* under Captain Henry Smith in the Mediterranean and on 19 October 1849 he reached the post rank of captain.

On 20 January 1854 Captain Harris took command of *Illustrious* which was based in Portsmouth Harbour and it was Captain Harris, while on board *Illustrious*, who was instrumental in implementing plans for providing naval officers with a proper education. The scheme was a success and Harris urged its adoption for the training of naval cadets. In the face of opposition Harris obtained an appointment for his son, Robert Hastings Harris, to *Illustrious*. The boy had been training in *Victory* under the naval instructor the Reverend Robert M Inskip. He trained with the 'novices' in *Illustrious* for a year before going to sea and later claimed it to be the initial cause of the Britannia system. Six weeks after he passed out from *Illustrious* in 1857 the Admiralty ordered Captain Harris to prepare a scheme for the training of all naval cadets before they went to sea, which he did in collaboration with Reverend Inskip. The training was to last not less than three months *no cadet will be allowed to count more than three months in the training ship towards sea-time*, and a naval cadet had to pass an examination before going to a sea-going

ship. Three naval instructors, including Reverend Inskip, were appointed to *Illustrious*. An entry of 23 cadets was divided into two watches so that seamanship and study could be taken on alternate days. In 1857 some 105 naval cadets were received.

Around 1858 the training of seamen in *Illustrious* was abolished and attention devoted entirely to naval cadets. In 1858 the number of cadets rose to 140 and in 1859 to 236. It was realised that the cadets would have to be educated in batches which would overlap so it was decided that a larger ship was needed. The line-of-battle ship *Britannia* was chosen and on 1 January 1859 Captain Harris shifted his pennant to her. Captain Harris died at Southsea on 16 January 1865 but is best remembered for initiating of what became the start of naval training for many a naval cadet for years to come.

At some time he lived at Langstone Lodge, Langstone.

One his children, Admiral Sir Robert Hastings Penruddock Harris KCB, KCMG, 12 October 1843 to 25 August 1926, was a royal navy officer who went on to be commander-in-chief, Cape of Good Hope station, and to serve as president of the Royal Naval College, Greenwich, in 1903 with promotion to admiral in 1904. A daughter, Blanche Priscilla, went on to marry the exotically named Admiral Count Frederick Metaxa RN.

Captain Francis Newcombe, 1772-1841.

Francis Newcombe was born in 1772 in Devon the son of the Reverend James Newcombe and his wife Mary. He became a lieutenant in the navy in 1794 and commander in 1801 when he served aboard the sloop *Albanaife*. In 1809 he reached the rank of post captain and served as captain of the third rate frigate *Pyramus*. In 1809 he received the honour of the Companion of the Bath for his naval services. In 1815 he served on as captain of the frigate *Chesapeake* based at Plymouth. *Chesapeake* was originally an American frigate which was taken by the British frigate *Shannon* on 11 June 1813 and brought back to England and taken on by the British navy. In 1819 she was finally broken up at Portsmouth and in 1820 timber from her was bought by Wickham mill owner, Thomas Prior, to be used to erect the present mill which still stands and bears the name Chesapeake.



Captain Francis Newcombe RN wearing the star of a Companion of the Bath. *Newcombe family.*

In 1821 Captain Newcombe served aboard *Bulwark* but no further information, apart from him receiving a captain's naval pension of £150 per year in 1838 can be traced. He died at Oswestry in December 1841. Like many a naval officer he appeared to have lived in the Havant area for a time. He was one of the signatories to a document on William Garrett's behalf on the sound condition of Leigh House published in 1819.



Battle between the British frigate *Shannon* and the American frigate *Chesapeake*, 11 June 1813.

Captain Edward Joseph Bain, 1855-1924.

Captain Edward Joseph Bain was born in Glasgow in 1855 and entered the navy as a cadet on 13 April 1869 serving on the training ship *Britannia*. Not too much is known of his naval career but he became mate/sub lieutenant on 18 January 1876. In June 1879 he was aboard the corvette *Modeste* but at what rank is unclear. In 1888 he is recorded as flag lieutenant at Malta aboard *Hibernia*. It would appear that his wife Ella is also with him as are two children. Apart from these facts no other information is known of his naval career.

On the 1911 census Captain Bain is occupying Langstone Towers, High Street, Langstone, along with his wife Ella, one son and one daughter, plus four indoor servants and a gardener. He is chiefly remembered in Langstone because a German governess he employed had to be deported before the outbreak of the First World War. He died aged 69 in Portsmouth in 1924.

Vice-Admiral Raymond Andrew Nugent CMG, 1870-1959.

Raymond Andrew Nugent was born in Dublin on 25 February 1870 the son of Charles and Charlotte Nugent. After joining the royal navy he reached the rank of lieutenant on 30 June 1892 and was promoted captain on 30 June 1909. In December 1912, he assumed command of the cruiser *Highflyer* and upon leaving her he began a year-long stint as captain of *Swiftsure* on 25 April 1913. At the start of the First World War Nugent was placed in command of the first class protected cruiser *Argonaut* and remained with her until being appointed commander of the pre-dreadnought *Albemarle* in June 1915. On the night of 6 June 1915, as *Albemarle* was traversing the Pentland Firth in company with *Zealandia* and *Hibernia* southward from Scapa Flow, a ferocious gale coupled with an ebb tide produced heavy seas. During the night *Albemarle* was struck by two massive waves, one of which carried away the fore-bridge and the roof of the conning tower. Nugent was washed on to the upper deck, while an officer and rating were lost overboard and drowned.

In the King's birthday honours of 3 June 1918, Nugent was appointed an additional member of the third class, or companion, in the Most

Distinguished Order of Saint Michael and Saint George. On 25 March, 1920 Nugent was promoted to the rank of rear admiral and placed on the retired list at his own request on 26 March. He was advanced to the rank of vice admiral on the retired list on 24 November, 1925.

In 1923 he was residing at Langbrook, Langstone, the former residence of Admiral of the Fleet Sir Roger Backhouse. He died at Gosport on 13 September 1959.

Vice-Admiral Harold Owen Reinold (1877-1962)

Harold Owen Reinold was born in 1877 at Greenwich, the son of Professor Arthur William Reinold, the Professor of Physics at the Naval College at Greenwich. He was educated at St Christopher's, Blackheath, and the Royal Naval College. He joined the navy as a cadet in 1891, becoming a midshipman on 7 October 1896. Promotion to the rank of sub lieutenant came on 31 December 1899. On the 3 January 1900 he was appointed to the gunboat *Plover* and on 11 July 1902 he was appointed sub lieutenant on *Pembroke*. On the 9 February 1904 he reached the rank of full lieutenant and was appointed to the *Vivid* and in succession to the pre-dreadnought battleship *Formidable* 18 September 1906 and on 7 December 1907 to the torpedo gunboat *Dryad* where he took additional training in torpedoes. He also served aboard the pre-dreadnought battleship *Goliath* from 9 June 1909 until the following month when on 26 July he transferred to the battlecruiser *Indomitable*. On 1 January 1912 he reached the rank of commander.

During the early part of the First World War he saw service as the commanding officer of Lord Clive class monitor *Prince Rupert* on the Belgian coast, designed specifically to engage German shore artillery and was twice mentioned in dispatches. Towards the end of the war he was appointed King's Harbour Master at Plymouth. He was promoted to the rank of captain on 30 June 1917, the year which also saw his marriage to Frances Owen Fisher-Rowe at Aber, north Wales. They had three sons and one daughter.

Immediately after the war he was posted to the Mediterranean as captain of the cruiser *Ceres*. During the period 1919 to 1922 he served in the

Mediterranean and Black Sea and latterly from 22 February 1922 he served in command of the cruiser *Durban* on the China Station.



HMS *Goliath*, 1907.



HMS *Hood*, 17 March 1924.

The period from 1922 to 1924 saw a return home and a draft to the Navigation School at Portsmouth. On 11 August 1924 he was appointed Commander to the Royal Victorian Order, an honour given by the King in gratitude and recognition of the excellent work in connection for the arrangements in the recent naval review at Portsmouth. It was around this

time that Captain Reinold moved with his family to Havant, residing at Southbrook, Langstone. This was followed by his period in command of *Hood* from 30 April 1925 to 21 May 1927. On leaving the *Hood* Captain Reinold was promoted to the rank of rear admiral on 7 April 1928. On 30 December 1930 he took up post of Admiral Superintendent Devonport Dockyard in succession to Vice-Admiral Oliver Backhouse CB, a post he held until 2 March 1931. At the same time as his appointment at Devonport Rear-Admiral Reinold was awarded the Order of the Bath.

Further promotion to the rank of vice admiral came on 1 January 1934, the year which saw him placed on the retired list. Admiral Reinold's final post was that of Admiral Superintendent, Devonport Dockyard, which he held from 1931 to 1935.

At the time of his death on 4 January, 1962 he was residing at Paulsgrove, St Helens Road, Hayling Island.

Captain Cecil Henry Hulton-Sams, 1883-1931.

Captain Cecil Henry Hulton-Sams, RN (retired), who died recently at Havant at the age of 48 was the son of the late Reverend GF Sams, rector of Emberton, Buckinghamshire. As a midshipman he took part in the storming of the Taku Forts during the Boxer rising in 1900, and was awarded the China medal and bar. On 30 December 1904 he reached the rank of lieutenant. Throughout World War One he served in the North Sea, commanding destroyers with the battle cruiser squadron. He was twice mentioned in dispatches and was decorated after Jutland with the Croix de Guerre. He married in 1913 Cyrene Marie Maude, daughter of Captain Eustace Maude RN, of British Columbia. He leaves two daughters.

A correspondent writes of him:

During the last six years he suffered as few are required to do so; he underwent 12 operations, and the loss of his sight was not the greatest of his disabilities. To enter his house was to be admitted almost to a mystery. To his wife and daughters he seemed to have imparted the determination, held throughout, that here was a situation too severe to meet with anything but a

smile. Living, as he told me recently, "in the twilight and mostly on morphia", he attracted to his sickroom a multitude of friends. We came to help; we stayed for inspiration. A patient, a prolonged heroism shone out from his sightless gaze; his steady fortitude will remain an abiding memory.

Obituary, *The Times*, 14 September 1941.

Captain Hulton-Sams lived at Manor Cottage, close to the Manor House School in the Pallant, Havant.

Paymaster Rear-Admiral Richard Ernest Stanley Sturgess CB, 1863-1933.

Richard Ernest Stanley Sturgess was born in Queenstown, County Cork, Ireland in 1863. He entered the navy in July 1879, and served as clerk on board *Ruby* during the Egyptian War of 1882, receiving the Egyptian medal and the Khedive's bronze star. Two years later he was acting paymaster during the naval and military operations near Suakin in the Eastern Sudan, and added the Suakin clasp to his medal. He was promoted to paymaster in 1896, staff paymaster in 1904. In 1910-13 he was accountant officer of the battleship *Dominion* and in early 1914 joined *Iron Duke*, in which he served during the war and took part in the battle of Jutland. He was made CB in June 1917, and in February of that year was appointed to the gunnery school *Excellent*. Later he was at Chatham Barracks, and he retired with the rank of paymaster rear admiral in 1921.

In March 1895 he married Charlotte Batt, at Bromley, the daughter of Captain RB Batt RN. He died aged 71 at his home, Glenhurst, Beechworth Road, on 28 December 1933. His former home is now a private school.

Obituary, *The Times*, 1 January 1934.

Admiral Sir Percy Molyneux Rawson Royds CB, CMG, ADC, 1874-1955

Percy Molyneux Rawson Royds was born in Rochdale, the son of Ernest Royds and the older brother of Charles Royds, also later an admiral. He was educated at Eastman's Royal Naval Academy in Southsea and joined *Britannia*, Dartmouth, as a naval cadet in 1887. He was promoted lieutenant

in 1895 and joined *Excellent* as a gunnery officer. In 1899 he served in the Boxer Rebellion in China as the first lieutenant of *Arethusa*.

In 1904, Royds joined Devonport Barracks as a gunnery officer. In 1905 he was promoted c at the unusually early age of 30 and joined the cruiser *Europa*. He later transferred to the cruiser *Argyle*. In 1908, he was appointed superintendent of physical training at Portsmouth and it was around this time that he resided at Leigh Hurst in East Leigh Road. This was appropriate since he had once played rugby union for Blackheath, the Barbarians and the Royal Navy and had appeared three times for England. In 1910 he was elected naval representative on the Rugby Football Union and served for many years, latterly as a selector representing Kent. He also served on the committee of the Royal Tournament and the Olympic Council. In 1922 he was elected president of the Royal Navy and Royal Marines Rugby Union. In 1927 he was made president of the Rugby Football Union.

In 1912, he was promoted captain and took a course at the Royal Naval War College in Portsmouth. The following year he took command of the light cruiser *Bellona*. He was still commanding her when the First World War broke out and later transferred to the light cruiser *Canterbury*, which he commanded at the Battle of Jutland. For this action, he was mentioned in dispatches and made a Companion of St Michael and St George. After the war Royds was appointed captain-in-charge of the Royal Naval College, Greenwich. In 1920 he became the navy's first Director of Physical Training and Sports. In 1921 he was succeeded in this post by his younger brother, Captain Charles Royds, and took command of the battleship *Malaya* in the Atlantic Fleet. On 19 June 1921 he was appointed an aide-de-camp to the King.

He only remained in command of *Malaya* until 22 April 1922 and was promoted to rear admiral on 12 May 1922. On 1 December 1923 he became admiral superintendent of Chatham Dockyard. He was created a Companion of the Bath (CB) in 1924. He relinquished the appointment of admiral superintendent on 7 December 1925. On 1 August 1927 he was promoted vice admiral and retired the following day. In 1932 he was promoted admiral on the retired list.

On 1 July 1937 Royds was elected at a by-election as the Conservative member of parliament for Kingston-upon-Thames, having been president of the local Conservative and Unionist Association for several years. He was knighted for political and public services on 1 January 1938 and retired in 1945. He also served on Surrey County Council for some years.

In 1898 Royds married Florence Yarrow who died in 1948. They had one son and three daughters, two of which, Dorothy and Florrie, were born in Havant. He died in London on 25 March 1955.

Obituary, *The Times*, 28 March 1955.

Admiral Charles Ramsey Arbuthnot, 1850-1913.

Charles Ramsey Arbuthnot was born in Liverpool on 5 February 1850, the second son of George Clerk Arbuthnot, 1803-1876, of Mavisbank, Mid Lothian, (the third son of Sir William Arbuthnot, 1st Baronet), by his second wife Caroline Ramsay, daughter of James Hay of Collepriest, and Lady Mary Ramsay, the fourth daughter of George Ramsay, 6th Earl of Dalhousie.



Charles Ramsey Arbuthnot as flag captain of
Orlando in Australia in 1892.

He entered the navy as a cadet in September 1863 aged 13, and was commissioned as a sub lieutenant in December 1869. He was promoted to the rank of lieutenant from the Royal Yacht *Victoria and Albert II* on 7 September 1871. In 1875-76 he served aboard the yacht *Pandora* in the Arctic and earned the Arctic Medal. In October 1880 he was sent to the Excellent Gunnery School to qualify in gunnery. Arbuthnot was promoted to the rank of commander on 31 December 1883 and in January 1885 took command of the *Royal Adelaide* and the sloop *Mariner* in December 1887 on a voyage to India where he arrived in December 1889. He was promoted to captain on 30 June 1891 and took command of the *Bellona* during manouvres of the Western Fleet in July of that year. He commanded the cruisers *Orlando* during her operations on the Australia Station between 1892 and 1895 and *Crescent* from September 1894 to March 1895. From 9 January 1896 until

Vice-Admiral Sir Geoffrey Arbuthnot, KCB, DSO (1885-1957)

Geoffrey Schomberg Arbuthnot was born in Havant on 18 January 1885 and was the son of Admiral Charles Ramsay Arbuthnot and Emily Caroline Schomberg. Educated at the Royal Naval College, Dartmouth, Geoffrey Arbuthnot joined the navy in January 1900 and from 1901 until 1904 was a midshipman on the *Implecable* in the Mediterranean. He was promoted lieutenant in November 1906, and served in the *Hyacinth*, flagship of the East Indies before being appointed to the gunnery school to specialise in gunnery in August 1910.

In 1912-13 he was on the staff of the commodore of the home fleet flotillas and in 1913-14 gunnery officer of the *Amethyst* and then gunnery officer of the *Inconstant* in the first light cruiser squadron.

It was this squadron that made the first contact with the German Fleet which led to the battle of Jutland on 31 May 1916, and which also took part in the action of 17 November 1917. In April 1918 Arbuthnot joined the new cruiser *Danae* and was promoted commander in the following December of 1918. He was mentioned in dispatches and was awarded the Distinguished Service Order in 1919 and was made a Chevalier of the Legion of Honour. As a commander he served in the *Cromwell* and *Temeraire* cadets training ships, and was assistant to the director of naval ordnance from 1921 to 1923.

He was appointed naval member of the Ordnance Committee at Woolwich in 1927 and then given command of the cruiser *Suffolk* in 1929. He went on to be deputy director of training in 1932, director of training and staff duties in 1933 and commander of the destroyer flotillas in the Home fleet in 1934 before being given command of *Valiant* in 1935. He was made Naval Aide-de-Camp to King George VI in 1936. On 1 October 1937 he joined the Admiralty Board as Fourth Sea Lord and Chief of Supplies and Transport, a post he held for three and a half years. He was promoted to vice admiral in May 1940. He also served during the Second World War and, having been Commander-in-Chief, East Indies Station from 1941 to 1942, Arbuthnot was made a Knight Commander of the Order of the Bath in 1942 and a member of the French Légion d'honneur. After returning home in 1942 he was employed on special service at the Admiralty as chairman of the Honours and Awards Committee

from 1942 to 31 December 1943 when he retired. He was promoted to admiral in February 1944 on the retired list.

On 22 October 1913, he married Jessie Marguerite Henderson, second daughter of William Henderson of Berkeley House, Frome. They had three children. He died at Midhurst on 4 October 1957 and was buried at Heyshott Parish Church, Sussex.

A *Times* correspondent, Oliver Warner, wrote of him:

During his distinguished career in the navy there were two periods when Sir Geoffrey Arbuthnot worked in particularly close contact with civilians: as Fourth Sea Lord between 1937 and 1941, and between 1942 and his retirement, when he was chairman of the Admiralty Honours and Awards Committee. No naval officer was more admired by civilian staff. They respected his clarity, fairness, and common sense. He had a way of getting straight to the heart of any problem before him, however complex, and his decisions were wise. They were reasoned in minutes delightfully concise. He was, too, a stimulating man to work with, and those who were once his colleagues will not easily forget him.

The Times, 8 October 1957.

The Admirals of Leigh.

Rear-Admirals Charles Webber and Thomas Lennox Frederick.

The Leigh Park Estate, more associated with Sir George Staunton, William Stone and the Fitzwygram family, has also been home to two admirals of the British navy, namely Rear-Admirals Charles Webber and Thomas Lennox Frederick.

Rear-Admiral Charles Webber, died 1783.

In 1767 the then Captain Charles Webber RN purchased for £340 the 'reversionary rights' to a messuage, barn and gateroom, together with nine acres of land from Francis Higgins. The Higgins family can be traced back at Leigh to 1665 (from the Hearth Tax returns) though it is possible they were here earlier. Webber married in 1769 Anne Vining Heron, a member of a

well-known Portsmouth family, and had five children who were all baptised in St Faith's Church while at Leigh.

Webber became a lieutenant on 23 January 1744 and was later commissioned a captain on 5 April 1756 and reached his final promotion to Rear-Admiral of the White on 26 Sept. 1780. During his naval career Webber commanded *Cerberus* during Admiral George Pocock's siege of Havana in 1762 in the war against the French. Webber Point and Webber Cove on Prince Edward Island, Canada were named after him in 1765.

After Webber's death on 23 May 1783 the Leigh Estate and other land he owned in West Sussex was left to his wife Anne. It appears that shortly after his death the Leigh Estate passed to Samuel Harrison who built the house famously associated with Sir George Staunton.

Rear-Admiral Thomas Lennox Frederick, 1750-1799.



Rear-Admiral Thomas Lennox Frederick, painted by Robert Bowyer, 1799. *National Maritime Museum.*

Captain Thomas Lennox Frederick continued the succession of ownership of the small Leigh Estate by acquiring it from Samuel Harrison in 1792. Frederick was the son of Sir Charles Frederick, the surveyor-general of ordnance, and the brother of Lieutenant-Colonel Edward Boscawen Frederick and a cousin of Admiral Sir John Frederick, and had a rather successful career, participating in some of the more famous naval conflicts of the late 18th century.

Reaching post rank in 1779 he commanded the sloop *Spy*, at this time under Commodore George Montagu at Newfoundland, and later he served under Lord Hood as captain of *Illustrious* at Toulon and Corsica in 1792-93 during the start of the French revolutionary wars. But it was on the 14 February 1797 that he achieved his finest hour when he commanded *Blenheim* in the

Battle of Cape St Vincent when 15 ships under the command of Admiral Sir John Jervis defeated the Spanish fleet of 27 ships. In the battle *Blenheim* lost 12 men killed and 49 wounded. It was during this battle that the then commodore, Horatio Nelson, cemented his reputation. After the Battle of Cape St Vincent Frederick was promoted to Rear-Admiral of the Blue and shortly before his death in November 1799 he reached his last promotion of Rear-Admiral of the Red.



Close Quarters at St Vincent. The Battle of Cape St Vincent, 14 February 1797.

It would appear that during Frederick's tenure at Leigh the house was occupied for several periods as it was at the time of his death. At his death the Leigh Estate, which measured 20 acres, was left to his widow Anne who soon after sold it to William Garrett for the sum of £480. It was Garrett who enlarged the estate to over 800 acres before selling to Sir George Staunton in 1819.

Leigh's early link with the navy does not finish with Frederick; after his death the estate was bought by William Garrett, who died in 1831, whose brother, Henry, 1774-1846, rose to the rank of vice admiral and lived for a time at Bedhampton. Garrett's brother-in-law Captain John Child Purvis also reached

the rank of admiral and was a naval contemporary of Rear-Admiral Frederick.

In 1819 Garrett published *Letters addressed to William Garrett, Esq., Relative to the state of Leigh House* after a sale to John Julius Angerstein fell through after allegations by Angerstein of dry rot. The pamphlet, asserting the sound condition of Leigh House was signed by notable naval officers such as Captains Charles Bullen, Charles Dashwood, Stephen Poyntz and Henry Leeke of Havant, Captain Francis Newcombe of Langstone and Rear-Admiral Peter Halket of Catherington, among other worthies of the neighbourhood.

Lieutenant Peter Rainier, 1812-1885.

Peter Rainier was born in March 1812 in Southampton the son of Captain Peter Rainier RN and his wife Elizabeth. He came from a naval background, his father, who died at Southampton in 1836, served as in the navy reaching the rank of captain and his great uncle, Admiral Peter Rainier, became one of the wealthiest men in the navy due to his share of prize money. Not a great deal of information is known regarding the younger Peter Rainier's naval career; he became a lieutenant on 18 July 1835 and is recorded as such in the Bedhampton Parish Registers on 10 August 1843 at the baptism of his son Charles at St Thomas's Church. It is believed that at this date he was either connected to the semaphore station on Portsdown Hill or more likely connected with the coast guard. On 6 December 1843 he was appointed a chief officer in the coast guard and transferred to the Fairlight Station at Hastings. He was promoted to commander on 1 January 1867 and placed on the retired list. He died in Southampton age 73 in 1885.

Admiral Jonathon Faulknor, died 1795.

Jonathan Faulknor was born into a substantial naval dynasty of the 18th century. His grandfather, William Faulknor, had commanded ships during the War of the Spanish Succession, while his father, Samuel Faulknor, had commanded *Victory*, and was killed when she foundered in a storm in 1744. Two of Jonathan's brothers, Samuel and Robert, rose to command several ships during the Seven Year's War, while his nephew, also called Robert, died in combat while fighting a French frigate. He was promoted to lieutenant on

24 August 1753, and to commander on 28 September 1758, and commanded the bomb ketch *Furnace* under Commodore Keppel in the Gorée expedition. On 9 July 1759 he appears as captain of *Mercury* in the West Indies. In 1767 he was appointed to command of *Superb*, flagship of Rear-Admiral Sir John Moore. Faulknor was next appointed to *Royal Oak* in 1777, and in 1778 sailed under the flag of Admiral Keppel as second captain of *Victory*. In 1782 he was appointed to *Princess Royal* and sailed with Lord Howe's fleet to the relief of Gibraltar. He afterwards continued in *Princess Royal* as a guard ship at Portsmouth and was appointed to *Triumph* on the same service. Faulknor was promoted to Rear-Admiral of the White on 24 September 1787, which began a steady progression through the flag ranks according to his seniority. He became Rear-Admiral of the Red on 21 September 1790 and in 1791 hoisted his flag on *Barfleur* during the Spanish Armament. The crisis passed without breaking into open war, and *Barfleur* was paid off in September that year. Faulknor appears to have spent the rest of his career ashore residing at Havant. He was promoted to Vice-Admiral of the Blue on 1 February 1793, marking the outbreak of the French Revolutionary Wars, and was further promoted to Vice-Admiral of the White on 12 April 1794 and then Vice-Admiral of the Red on 12 July 1794. His final promotion was to Admiral of the Blue on 1 June 1795. On receiving his last promotion he travelled to London from his home in Havant to be presented to the King but on the morning of 23 June 1795 he was struck with a fit of apoplexy and died the next day. The Faulknor family served their country with distinction with several generations reaching a high rank. After his death the *Gentleman's Magazine* eulogised that: *In his death the country has lost a most gallant and meritorious officer, and his family an excellent father and friend. His well-known nautical abilities, and extensive knowledge in his profession, are above panegyric, and his name will be revered to future ages.*

Admiral Arthur John Layard Murray CB, DSO, OBE, 1886-1959.

Arthur John Layard Murray was born on 25 November 1886, the eldest son of AH Hallam Murray and grandson of the first John Murray, the publisher. He entered *Britannia* as a naval cadet from Eton in January 1902. From 1903

to 1906 he was a midshipman in *Magnificent*, *Victorious*, *Bacchante*, and *Leviathan*. In his examinations for lieutenant he gained six 'firsts' and accelerated promotion from July 1907, and after a year's seniority as sub lieutenant. After a year's service in the destroyer *Ribble*, the cruiser *Argyll*, and the battle cruiser *Indomitable* he joined HMS Vernon in 1910, to specialise in torpedoes and in 1912 completed the advanced course at Greenwich. When war broke out in 1914 he was torpedo officer of the battleship *Agamemnon*, in which he served at the Dardanelles. In June 1916, he returned to HMS Vernon for duty at the mining school, where his valuable services gained him the OBE three years later.

In the latter part of 1919 he was with the Dwina River Flotilla during the operations in North Russia. He was awarded the DSO for work in connection with the recovery and refitting of enemy mines, in the course of which he was severely wounded by a premature explosion. For two years afterwards he was employed in the experimental department of the signal school at Portsmouth. From 1922 to 1924 he commanded the destroyers *Rocket* and *Windsor*, and from 1927-28 was experimental commander at the signal school until his promotion to captain in June 1927. After temporary service in the signal department at the Admiralty, he took command in April 1928, of the anti-submarine school at Portland. His two years there were followed by a similar period in command of the sixth destroyer flotilla, home fleet, in the *Campbell* and *Montrose*. From May 1932 to October 1934, he was director of the signal department, and after attending senior officers' courses he commanded the cruiser *Dorsetshire* in China from April 1935 to July 1937. He was then appointed in command of the signal school at Portsmouth, until after his promotion to a flag rank in January 1939. When the Second World War began he was a rear-admiral commanding the fifth cruiser squadron in China, with his flag in *Cornwall*. He commanded this and the 4th cruiser squadron until the spring of 1940, when he was appointed senior naval officer in the Red Sea. In August 1941, he became director of the signal department at the Admiralty. Shortly after his promotion to vice admiral in April 1942, he was appointed flag officer-in-charge at Great Yarmouth. In the following year, however, his health gave way and he was invalided out and retired. On 8 May 1945, he was promoted to admiral on the retired list. He

was made CB in 1940. After retirement he took part in local affairs and was the prime mover and honorary secretary of the Horndean Community Association from his house at Cadlington, Blendworth. He was also a member of the Petersfield Rural District Council.

Obituary, *The Times*, 29 December 1959.

He died at his home at Cadlington House, Blendworth on 26 December 1959. Prior to moving to Cadlington House Admiral Murray had lived for several years at Brookfield, on the road from Havant to Emsworth. In 1912 he married Ellen Maxwell, the daughter of the Reverend Dr WA Spooner, whose supposed lapses of speech gave us the Spoonerism. They had three sons and three daughters; the eldest daughter Dame Alice Rosemary Murray, who was born in Havant on 28 July 1913, was renowned for becoming the first woman vice chancellor of Cambridge University since the office was established in 1412. Dame Rosemary Murray, as she was better known as, died on 7 October 2004.

The Mystery of Lieutenant Short

One of the first directories that covered Havant was published in 1793 and recorded the more prominent inhabitants of the town. Included were three with naval connections, namely: Admiral Jonathon Faulkenor and Lieutenants Charles Marshall and Short. Admiral Faulknor and Lieutenant Marshall are well recorded but a mystery surrounds Lieutenant Short.

It is believed that the Lieutenant Short recorded in the directory is James Short, who was the son of Lieutenant JJ Short. To compound matters further another Lieutenant Short is recorded around the same time. No birth or death information can be found on this officer or any other connection to Havant. The only reference to Lieutenant James Short is in an article in the *Hampshire Telegraph* of 3 March 1800, which also records the Short family's extraordinary naval heritage: *Lieutenant J.T. Short, who was lately tried by a Court Martial for the loss of His Majesty's gun-vessel Contest on the late expedition to Holland and honourably acquitted, is the son of Lieutenant J.J. Short who bore a commission of upwards of 26 years; his grandfather was 60 years a lieutenant, and his great grandfather was one of Sir Ralph Delaval's*

lieutenants in the Beachy Head battle. His grandfather, Lieutenant Mark Teddeman, was a lieutenant for nearly 30 years, whose brother was Commodore Teddeman, unfortunately lost at the taking of the Manillas. He has lost one son this war, and has two more bringing up in the service of their country. Has been a lieutenant near 20 years, his uncle, who was upwards of 40 years a lieutenant, is now superannuated. He has likewise a cousin, now a Captain in the service. A friend to them, and may they be more fortunate than their ancestors!

Road Names – James Road and Fraser Road.

A legacy of the area in Bedhampton on which the Second World War naval camp Daedelous was located remains in these the roads, which were named after commander-in-chiefs of the Portsmouth Command under whose command the camp came under during and after the war.

Admiral Sir William Milbourne James. KCB, 1881-1973, Commander-in-Chief, 1939-42.

Following his service on the training ship *Britannia* he was promoted to sub lieutenant in 1901 and lieutenant in 1902. He achieved the rank of commander in 1913.

During the First World War he served as executive officer aboard the battlecruiser *Queen Mary* but left her the day before it sailed to its doom at the Battle of Jutland. He was flag commander to Vice-Admiral Sir Frederick Doveton Sturdee, commanding the 4th battle squadron of the grand fleet in *Benbow* from 1916 to 1917. Later in the war he assisted William Reginald Hall, the director of naval intelligence, and eventually becoming deputy director. Hall and James worked together in 'Room 40' which decrypted a number of crucial enemy signals relating to the Battle of Jutland, the plans of Roger Casement and the Zimmermann Telegram. At one point James ran Room 40 on Hall's behalf. James related some of the events in his biography of Hall, published in 1955. In the inter-war years, James first served in the China Station as commander of *Curlew* and local chief of staff from 1921 to 1922. From 1923, he was deputy director at the Royal Naval College, Greenwich, and director in 1925. In 1926 he returned as flag captain of *Royal*

Sovereign. He went on to be naval assistant to the first sea lord in 1927, chief of staff to the commander-in-chief in 1929 and chief-of-staff to the commander-in-chief, Mediterranean fleet in 1930.

In 1932 he took command of the battle cruiser squadron, which he controlled from *Hood*. He was made vice admiral in 1933 and from 1935 to 1938 he was deputy chief of the naval staff and a lord commissioner of the Admiralty. He was honoured with a Knight Commander of the Order of the Bath. From 1938 James was a full admiral.

During the Second World War, James served as commander-in-chief, Portsmouth, from 1939. In 1940 he commanded Operation Ariel, the evacuation of British troops from Brittany and Normandy, a parallel operation to the Dunkirk operation. In 1942 he was appointed as chief of naval information in charge of coordinating naval publicity. James was elected in 1943 as Conservative Member of Parliament for the constituency of Portsmouth North, which he held until 1945. He retired from the navy in 1944.

Liddell Hart Centre for Military Archives.

As a child, James sat as a subject for several paintings by his grandfather, John Everett Millais. The most well-known of these is *Bubbles*, in which the five-year-old William is shown gazing enraptured at a bubble he has just blown. When the painting was used in an advertisement for Pears soap it became famous. The image dogged James throughout his life, and he was regularly nicknamed 'Bubbles'. He died on 17 August 1973.

Admiral Sir Bruce Fraser of North Cape, GCB, KB, DSO, 1888-1981, Commander-in-Chief, 1947-48.

In March 1939, shortly before the outset of the Second World War, Fraser was appointed third sea lord and controller of the navy. Promoted to vice admiral on 8 May 1940, he was advanced to Knight Commander of the Order of the British Empire in the 1941 birthday honours list and became second-in-command, home fleet and flag officer, 2nd Battle Squadron in June 1942. He was appointed a Grand Officer of the Dutch Order of Orange-Nassau on 19 January 1943.

Fraser was appointed commander-in-chief of the home fleet in May 1943 and advanced to Knight Commander of the Order of the Bath in the 1943 birthday honours. In the role of commander-in-chief of the home fleet, he commanded the navy force that destroyed the German battleship *Scharnhorst* at the Battle of the North Cape on 26 December 1943. Units of the Home Fleet regularly escorted convoys to Murmansk in the Soviet Union: Fraser was convinced that *Scharnhorst* would attempt an attack on Convoy JW 55B, and put to sea in his flagship *Duke of York* to reach a position between the convoy and the German battleship's base in North Norway. *Scharnhorst* was hit by an initial wave of four torpedoes and then, after concentrated gunfire and further torpedo attacks, sank at 7.45 p.m. that night. Thus Fraser avenged the destruction of his old command, *Glorious*, by *Scharnhorst* three years earlier. For this action he was advanced to Knight Grand Cross of the Order of the Bath on 5 January 1944 and awarded the Russian Order of Suvorov, First Degree, on 25 February 1944.

Promoted to full admiral on 7 February 1944, Fraser took command of the Eastern Fleet in August 1944 and then of the British Pacific Fleet in December 1944. He commanded from ashore at his headquarters in Sydney in Australia and built a strong relationship with the United States Navy adopting their system of signal communications. Fraser was the British signatory to the Japanese Instrument of Surrender at Tokyo Bay on 2 September 1945.

On 27 April 1946 Fraser was appointed first and principal naval aide-de-camp to the King and in September 1946 he was raised to the peerage as Baron Fraser of North Cape, of Molesey in the County of Surrey. He became Commander-in-Chief, Portsmouth in September 1947 and then, having been promoted to admiral-of-the-fleet on 7 February 1948, he became first sea lord and chief of the naval staff in September 1948. As first sea lord he assisted in establishing the North Atlantic Treaty Organisation and agreed the principle that the Supreme Allied Commander Atlantic should be an American admiral, in the face of fierce British opposition. He retired in December 1951 and died, unmarried, in London on 12 February 1981, aged 93, when the barony became extinct.

The Forgotten Admirals of Leigh

Steve Jones

Preface

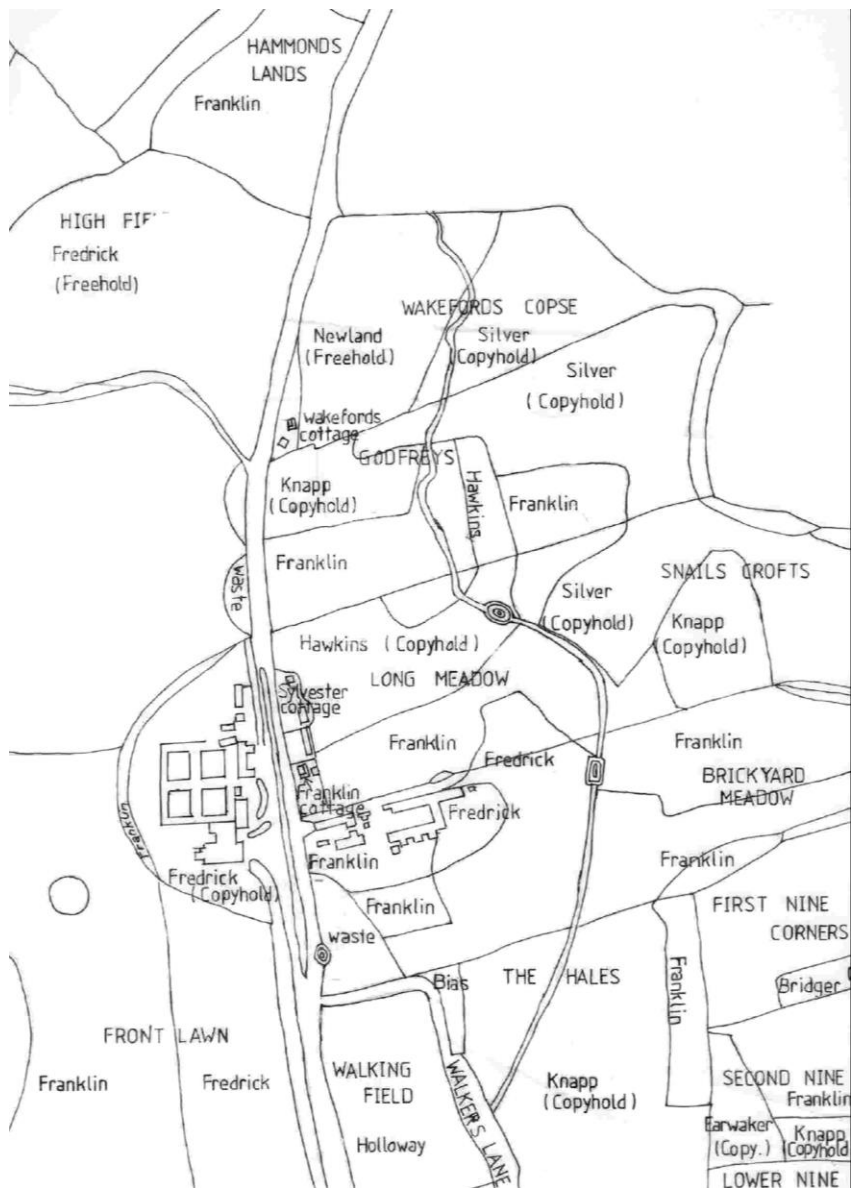
The later history of what became known as the Leigh Park Estate is well documented, the later owners Sir George Staunton, William Henry Stone, and Sir Frederick Fitzwygram, and to a certain degree William Garrett, are well remembered in the history of the Leigh Park Estate.

William Garrett can lay rightful claim to the title of 'father of the estate', it was he who from 1800 who started to acquire land around the small estate and build up the estate to well over 800 acres by the time he it sold to Sir George Thomas Staunton in December 1819.

It would be wrong in this booklet to go over the history of the estate after Garrett's acquisition as this is already well documented but what do we know of the estate before Garrett's period? We know for a fact that the Higgins family could be traced back to at least 1665 at the time of the Hearth Tax for the area around Leigh. In 1767 the Higgins family sold their holdings at Leigh for £340 to Captain Charles Webber R.N.

After Webber's death in 1783 the estate passed to Samuel Harrison, and it was Harrison who sometime between that year and 1792 built the house that became the home of William Garrett and later Sir George Staunton. But in 1792 the estate was acquired by the then Captain Thomas Lenox Frederick, a distinguished naval officer who fought alongside Nelson at the Battle of Cape St. Vincent and the Battle of Genoa in the French/Spanish wars.

It does seem inconceivable that these two fine naval officers, who both ended their days as rear admirals are almost forgotten in the history of Leigh Park, if not in history altogether. This booklet will aim to outline the lives of these two officers and hopefully also add to the early history of the Leigh Park Estate.



Map of Leigh, 1790–1800, showing the small estate of Leigh House under the occupation of Rear-Admiral Thomas Lenox Frederick. Some of the land owned by Frederick was copyhold to the Lord of the Manor of Havant whilst other land owned by Frederick at Leigh was freehold.

Rear-Admiral Charles Webber RN

Early Life and Family Background

Charles Webber was born on 29 August 1722 the son of Robert and Mary Webber and baptised on 11 September 1722 at St James', Westminster, London, one of his god-parents being Charles Lennox, 2nd Duke of Richmond and Gordon.

Charles's father, Robert Webber, a minor canon at Winchester Cathedral, was born illegitimate between 1690 and 1693. He was the son of Charles Lennox, 1st Duke of Richmond and took his mother's maiden name. Robert Webber married at St Paul's Cathedral on 19 December 1712 Mary Andrews. Robert and Mary went on to have four children, the youngest of three sons, Reverend William Webber, born 1724 and was Rector of Selsey, 1750 to 1790, Rector of West Stoke, 1766 to 1775, Rector of Birdham, 1775 to 1790, Prebendary of Selsey, 1761 to 1790, and a Canon Residentiary of Chichester Cathedral, 1773 to 1790. He was also Chaplain to the Duke of Richmond.

The then Captain Charles Webber RN married under licence at St Faith's Church, Havant, Anne Vining Heron, the daughter of Patrick Heron and Martha Bide, with Charles's brother William officiating. Confusion over the date of the marriage centres on the fact that the parish registers for St Faith's has two separate records for the marriage. One dated 27 July 1769 and another for 27 April 1770. It is likely that the date of 27 July 1769 is probably the correct date as the couple's eldest daughter Ann was baptised at St Faith's on 22 August 1770. Anne Vining Heron was also baptised at St Faith's on 17 March 1748. The Vining/Heron family had political connections with Portsmouth serving as Burgesses and mayor for the town.

On 20 April 1767 Captain Charles Webber acquired for £340 the 'Reversionary Rights of a Copyhold Estate' of a messuage, gateroom, barn and nine acres of land from Francis Higgins on the site that would eventually become the Leigh Estate. The Higgins family can be traced back a further 100 years from this date to 1665 when Robert Higgins was paying tax in that year on three hearths for a property in Leigh, making that particular house of modest size. The Higgins family can be traced in line certainly from the time

of Robert Higgins at Leigh to the time of Francis Higgins and Webber acquiring the small estate. Whether the house that Webber acquired was the same building that Robert Higgins was paying hearth tax on is unclear.

After settling at Leigh, Charles and Anne Webber went on to have five children, all of which, except James the last child, were baptised at St Faith's.

Ann Webber baptised 22 August 1770.

Charles Webber baptised 22 September 1773.

Robert Webber baptised 28 August 1775.

Susannah Webber baptised 15 January 1777 (born 10 January 1777)

James Webber born 19 November 1778 (privately baptised)

According to Charles Webber's last will and testament he also had another son Thomas Webber, born out of wedlock, who he left £1,000 to in his will.

Of the children of Charles and Anne Webber, Charles followed in his father's footsteps into the navy and served on board the East Indiaman *Halsewell* as a thirteen-year-old. Sadly he perished when the ship hit rocks in a storm near Portland on the Dorset coast on 8 January 1786 on its way to Madras and Bengal. His body was washed up close to Christchurch and buried in the town.

Susannah Webber, the youngest child of Charles and Anne Webber married the Hon. William George Smith, son of Chief Justice William Smith and Janet Livingston on 28 June 1804 in St George's, Hanover Square. Susannah Webber died on 26 January 1850 in Québec at the age of 73. William George Smith's father was a lawyer, historian and eventually Chief Justice of the Province of New York from 1763 to 1782 and Chief Justice of the Province of Quebec, later Lower Canada, from 1786 until his death. His son carried on a political career in Canada like his father and wrote the first English history of Canada.

Ann Webber, the eldest of Charles Ann Webber's children married on 21 October 1793 at St Martin in the Fields, Westminster, Lt. Col. John Blair. She died in 1825.

What happened to the other children is unclear as no further records relating to them can be found. It is possible that the two other sons died before their father as they are not recorded in his will.

Charles Webber, after reaching the rank of Rear Admiral of the White, died on 23 May 1783 in Bryanstone Street, London, at the age of 60. In his will he left his small estate at Leigh to his wife Anne, along with other land he held at Walderton and Harting in West Sussex and family land in Bromsgrove. The rest of his personal estate, apart from a legacy to his natural son Thomas, also went to his wife with and two daughters.

After the death of Rear-Admiral Webber the Leigh Estate was sold, being acquired by Samuel Harrison of Chichester. It was Harrison who built the house, sometime before 1792, that became known as the first Leigh Park House and the later the home for many years of Sir George Thomas Staunton Bt.

Six months after the death of her husband Anne married William Smith, the Secretary to the Duke of Richmond. The marriage took place on 24 November 1783 at St Mary's Church, Marylebone.

The Naval Career of Rear-Admiral Charles Webber RN.

Charles Webber reached the rank of lieutenant in the Royal Navy on 23 January 1744, he was aged 21 at this time and this promotion probably meant that Webber had joined the navy at an early age, probably as a boy under the patronage of his god-father the 2nd Duke of Richmond. He was promoted by Admiral Thomas Matthews to be lieutenant of the Elizabeth, a few days before the well-known encounter with the Spanish and French fleets, took place off Toulon, during the War of the Austrian Succession in February 1744.

Admiral Matthews, commander-in-chief of the Mediterranean, had orders to prevent the French and Spanish fleets from leaving Toulon. A combined Franco-Spanish fleet, which had been blockaded in Toulon for two years, left port heading south. The blockading British fleet under Matthews was roughly the same size as the Franco-Spanish fleet, led by Admiral de la Bruyere de Court. Fearing that the enemy fleet movement was designed to force him out

of position and allow a troop convoy to reach Italy, Matthews ordered his fleet to attack immediately, before forming up into line as was the official practice. Admiral Richard Lestock, Matthews' second-in-command, appears to have deliberately misunderstood his orders, and the resulting battle on 11 February was indecisive, with the British taking more damage than they inflicted. Lestock survived the aftermath because of his political connections (although died soon after), while Matthews was dismissed from the Navy for failing to obey the official instructions for battle.

Lt Webber is not particularly noticed subsequent to that time, till his promotion on 5 April, 1756 to the rank of captain. On 21 January 1757 he was posted captain of the frigate *Rose*. The *Rose* was a newly built 20-gun sixth-rate post ship, the smallest class of ship that would be commanded by someone holding the rank of captain. In size, she was about the modern day equivalent of a destroyer. She would not have participated in major fleet engagements except perhaps to relay messages. The job of the frigate was to operate as a scout ship for the fleet or to patrol the coasts of any belligerent country.

It is unclear what exactly the duties the *Rose* carried out during the time Webber served on board, being principally employed as a cruiser, but on the 23 May 1758 he transferred as captain to the newly built 28-gun sixth-rate frigate *Cerberus*, built and launched at Cowes on 5 September 1758.

He remained in this ship until 1762 and was employed during the latter part of the time on the West Indies station. At the commencement of the British attack on Quebec (1758 to 1759), a pivotal event during the French and Indian War (1754 to 1763), *Cerberus* brought General James Wolfe, the commander of British forces, across the Atlantic to Quebec. The British attack was successful and Quebec fell under British control, but Wolfe was killed in action. The *Cerberus* then transported the deceased general's body back to England in September 1759. Between the end of the French and Indian War and the beginning of the Revolutionary War, the *Cerberus* made a number of trans-Atlantic voyages.



Rose. (Rose Foundation).ⁱ

Sometime between 7 June and 13 August 1762 Webber and the *Cerberus* joined Admiral George Pocock's fleet at the siege of Havana after the attack begun. Pocock had been appointed to command the naval forces in the combined expedition to take Havana during the Seven Years War.



The British Fleet closing in on Havana, 1762.

The siege, which began on 7 June, and lasted until 13 August, was rendered deadly by the climate. British forces besieged and captured the city of Havana, which at the time was an important Spanish naval base in the Caribbean, and dealt a serious blow to the Spanish navy. Havana was subsequently returned to Spain under the 1763 Treaty of Paris that formally ended the war. It may have been the case that the *Cerberus* was used to carry some of the 4,000 troops from America for the assault on Havana.

After his time on the *Cerberus* it is believed that Webber had no other command of any other ship. He nevertheless was highly esteemed as an officer of gallantry and ability, having been promoted to the rank of flag officer, and according to his seniority on the rank of captains. This advancement took place on 26 September 1780, he being the appointed senior on the list of rear-admirals of the white.ⁱⁱ

He never took up any command as an admiral before his death in 1783. Webber Cove and Webber Point on the Canadian island of Prince Edward Island are believed to have been named after him.

Rear-Admiral Thomas Lennox Frederick RN

Early Life and Family Background



Sir Charles Frederick Knt. By Andrea Casali.

Thomas Lenox Frederick was born 25 March 1750, at Burwood House, Surrey, the second son of Sir Charles Frederick KB and the Hon. Lucy Boscawen. His father Sir Charles Frederick was Surveyor-General of Ordnance and MP for New Shoreham and Queensborough and was made a Knight Companion of the Order of the Bath in 1761.

The Frederick family can trace their lineage back to Sir John Frederick Knt, a merchant of great opulence and former High Sherriff and Mayor of London who died in 1623. Sir John's grandson Sir Thomas Frederick, the father of Sir Charles Frederick Knt, was formerly governor of Fort St David in the East Indies. Thomas's mother, Hon. Lucy Boscawen, was the daughter of Hugh Boscawen, 1st Viscount Falmouth, comptroller of the Household of King George I and a privy councillor. His younger brother Admiral Edward Boscawen was a distinguished naval commander who received, on 6 December 1758, the unanimous thanks of the House of Commons for his eminent services in North America. He was also a Lord of the Admiralty.

Of the two brothers and two sisters of Thomas Lenox Frederick, the elder brother Charles became a Colonel in the Honourable East Indies Company Service and died in India in April 1791; Edward Boscawen Frederick, the younger brother, reached the rank of Colonel in his army career and became comptroller of the barrack department.

On 2 June 1773 at Stoke Damerell, Devon, Thomas Lennox Frederick married Anne Greigson, the daughter of Francis Greigson of Stoke Damerall, Plymouth, Devon. Thomas at the time of the marriage was a lieutenant on *Ocean*. Thomas and Anne did not go on to have any children. One report states that Anne Greigson came into a large fortune on the death of Mrs Marven, a linen-draper for a number of years in Plymouth Dock.

On 21 September 1792 the then Captain Thomas Lenox Frederick was admitted to the small Leigh Estate, the former home of Samuel Harrison.ⁱⁱⁱ Interestingly, six months before the admission of Thomas Lenox Frederick to the estate at Leigh, Harrison, on 7 May 1792, had surrendered the copyhold estate at Leigh to Sir John Frederick, Bart., the first cousin of Thomas Lennox Frederick. It is impossible to say exactly what the reason was or why it was surrendered first to

Sir John Frederick and then onto Thomas Lenox Frederick– was it a legal technicality? or for example, was Sir John acting as a sponsor or in some other capacity on Thomas’s behalf? ^{iv}

Between 1783 and 1792 Harrison had built a new house on the site of a previous house, once the property of Rear-Admiral Charles Webber. The estate that Frederick acquired amounted to around nine acres of land at this time, the same as when it was acquired by Webber and Harrison. It is probably the case that Frederick used Leigh House as a country retreat. Records show that at times tenants were in place during Thomas Lenox Frederick’s ownership of the estate, one notably being John Allen. The will of Thomas Lenox Frederick does record his address as Leigh in the County of Southampton (Hampshire) and his estate at Leigh copyhold of the Manor of Havant, although certain other documents record his main residence as 24 Devonshire Street, Portland Place, London. He died at Nottingham Place, London, on 7 October 1799 and is buried in the Frederick family vault in St Olave Old Jewry in the City of London.



Rear-Admiral Thomas Lenox Frederick, painted by Robert Bowyer, 1799. *National Maritime Museum*.



Ann (Greigson) Frederick, wife of Rear-Admiral Thomas Lenox Frederick, painted 1783 by James Northcote.

(Mrs Frederick was godmother to Charles Bayley, only son of William Bayley. On her death, having no children, this portrait passed to the Bayleys of Stoke Damerall near Plymouth. Northcote had painted Mary Bayley and Richard Bayley at the same time as he portrayed Anne Frederick.)

Some elements of the Leigh estate from Frederick's tenure still remain, the coach-house, stables and bothy and walled garden, all in a yellow brick, are still in good order despite the house being demolished and replaced with another house close by in the mid-1860s by the then owner William Stone. A map of Leigh dated between 1792 and 1800 clearly shows the mansion and other copyhold and freehold land belonging to Frederick at this date.

By the time of the death of Rear-Admiral Thomas Lenox Frederick in 1799 the estate at Leigh and other land close by had already been 'surrendered' to his wife Anne and it was Anne who in January 1800 sold the Leigh estate for the price of £480 to William Garrett of Portsmouth^v It is believed that Anne Frederick died on 28 February 1826 but this cannot be substantiated.

The Naval Career of Rear Admiral Thomas Lenox Frederick RN

Thomas Lenox Frederick first went to sea in 1768 at the age of 18 under the patronage of Captains John Montagu and Sir Peter Parker and obtained the rank of lieutenant on 8 November 1770. The only known record of him as a lieutenant is at the time of his marriage to Anne Greigson is in June 1773 while he was on board the *Ocean*.

On 11 November 1776 he was given command of the 14-gun sloop *Spy* under his mentor Vice-Admiral John Montagu, commander-in-chief of the Newfoundland station. Here Frederick:

Displayed no ordinary degree of vigilance in protecting the trade and fishery from the united depredations of the American and French privateers, and picked up many of those of minor force; for which he received his high and unfeigned commendation of his admiral, together with the united applause of the British merchants at that settlement.^{vi}

After this first taste of success Frederick was next given command on 18 March 1777, on a temporary basis, of the 14-gun sloop *Swift*, and attached to the North American station under Richard, Earl Howe, vice-admiral of the blue. This period being the early days of what became known as the War of American Independence. The *Swift*, being on a cruise in the company of a small squadron, captured three American ships at the Delaware, the 32-gun *Washington*, the 28-gun *Effingham*, and the 18-gun *Sturdy-Beggar*.

Following this success under Howe Frederick returned to the *Spy*, on the Newfoundland station in early 1779, again under his old mentor Admiral Montagu. Unfortunately during this second stint on board the *Spy* he had the misfortune to encounter a gale whilst on a cruise close to the shore and together with fog and the currents the *Spy* foundered. Frederick was honourably acquitted by a court martial and on 14 July 1779 was promoted to post rank as captain.

His first command as captain was on board the *Unicorn*, a post ship of 20 guns, on the North American station. In August 1780 the *Unicorn* changed her station to that of Jamaica, this time under his friend and mentor Rear-Admiral Sir Peter Parker. The same year unfortunately disaster struck again when the *Unicorn* was captured by a superior force and taken into Martinique. A report states after *a most gallant resistance*.^{vii}

An exchange of prisoners soon took place and Captain Frederick again had to endure a court martial where he was given an honourable acquittal. After this bad luck Frederick was later in the year 1780 appointed acting commander of the 16-gun sloop *Fairy*.

Better luck favoured him during his time on the *Fairy* sloop as he soon after joining captured the French 18-gun sloop *Dunkirk*. Also, in conjunction with the 28-gun *Vestal* took the 16-gun *Phoenix*, an American privateer, and more importantly captured the *Mercury*, an American packet from Philadelphia. On board the *Mercury* was Henry Laurens, President of the Congress, bound on an embassy to Holland. Laurens was taken to England and placed in the Tower of London on suspicions of high treason due to a leather bag he had with him at the time of his capture, which contained papers of great importance to Britain.

Soon after this period Frederick appears to have gone on half-pay for a while until he was given command of the newly built 44-gun frigate *Diomedé* in October 1781. On 8 June 1782 he sailed to join the fleet on the North American station under Rear Admiral Robert Digby, a station he was starting to know very well.



Capture of the American Frigate *South Carolina* by the British frigates *Diomedé*, *Quebec* and *Astrea*. National Archives of Canada.

Towards the end of 1782 he sailed on a cruise of the *Delaware*, having under his orders the 32-gun ships *Astrea* and *Quebec*. On 19 December they encountered the formidable American 42-gun ship the *South Carolina*, commanded by Captain Joyner with a complement of 550 men. After an eighteen-and-half hour's chase and a fight of over two hours the *South Carolina* struck her colours. No men from the trio of British ships were killed while the American ship lost six men. On board the *South Carolina* were 50 German and eight British prisoners of General Burgoyne's army. The *South Carolina* was taken into British service and commissioned as a 36-gun frigate on the North American station.

Peace having taken place, the *Diomedé* returned to England and was paid off in November 1783 with Captain Frederick again being placed on half pay. In

total Frederick spent seven years on half pay and was not recalled to naval duties until 1790 when Britain was rearming in case of war with Spain. He was appointed to command the newly commissioned 36-gun frigate *Romulus* in May 1790 and joined Admiral Earl Howe's fleet at Spithead. Hostilities between Spain and Britain were narrowly avoided and precluded by negotiations and for the time being Frederick's services were not required.

Europe at this time was a smouldering tinderbox ready to ignite; an unlikely partnership between Austria and Russia had sought to instigate the breakup of the Ottoman Empire in Europe, causing Britain to become wary of Russian access and expansion in the Mediterranean and causing concern over Russia's threat to Britain's trade in the Baltic, especially for the naval supplies the Royal Navy required.

After the narrow avoidance of war with Spain, the following year, 1791, Britain started to rearm again in what became known as the Russian Rearmament and Frederick and the *Romulus* was placed under the orders of Lord Hood at Spithead; but as before no hostilities took place and the *Romulus* was paid off in September 1791.

At the start of 1793 the French nation was in a state of anarchy and confusion; on 2 February the National Convention declared war on Britain and Holland. Fearing the worse the government put the navy on a war footing ready for any ensuing problems. Admiral Lord Hood had orders to assemble at Spithead a Grand Fleet of any available ships including guard ships, frigates etc. and to exercise them and make ready for war. In January Captain Frederick was appointed to the 74-gun third rate ship of the line *Illustrious*, his most important commission. On 1 April 1793 he arrived at Portsmouth and on the 16 April sailed, in company with a squadron under Vice Admiral Phillips Cosby for the Mediterranean. Shortly afterwards, Lord Hood sailed to take overall command in the Mediterranean.

The clear objective for Hood was to effect a co-operation with the Royalists in the south of France and to protect British trade in the area and also help relieve pressure put on the Sardinians by the French republicans. It was also vital for Hood to assert Britain's position in the Mediterranean and to blockade French warships and commerce into the two principal French

Mediterranean ports of Toulon and Marseilles and to give battle if it came to it. At this time the south of France was in so much turmoil it would have willingly formed itself into a separate state under British protection, but alas this was not to be. Further instructions charged Hood with cultivating intimate relations with the allies and to protect their coasts and to open *an intimate and confidential intercourse* with the commanders' of the fleets and armies of Britain's allies, namely, Portugal and Spain, who were already suspicious and hostile to any establishment of British naval supremacy in the Mediterranean, Sardinia and Naples.

After his arrival off of Toulon Lord Hood entered into negotiations with the commissioners and principal inhabitants for the delivery up of the town, arsenal, forts, and shipping, in trust for their legitimate sovereign. On 23 August 1793, Hood went further and issued a Proclamation to the 'Inhabitants in the Towns and Provinces in the south of France' highlighting the tyranny and injustices being carried out by the Republicans in France, and declaring his and the British Crown's support to the loyal Royalists of the south of France in their struggle.

Frederick recorded this historic event in his journal on board the *Illustrious*:

On the 23rd of August 1793, commissioners from Marseilles went on board the Victory (Hood's flagship), with full powers from the sections of the departments of the Mouths of the Rhone, to treat for peace; and declared a monarchical government in France to be the leading object of their negotiation. They were met by commissioners from Toulon, deputed by the sections of the department of the Var for the same purpose.^{viii}

The British fleet stayed off of Toulon for ten weeks with Hood starting to land men on shore on 28 August. After disembarking the troops the next day, Hood and his fleet sailed into the outer road of Toulon, followed by the Spanish, and anchored at noon without the smallest obstruction from the French. The taking of Toulon was considered a victory in itself but this was going to be a long drawn out affair with not everything going to plan.



The Anglo-Spanish Fleet capturing Toulon, 1793.

The siege of Toulon turned out not as smooth as the British first thought. Fighting around the town and neighbouring towns took its toll with Napoleon Bonaparte playing a key role for the French. Eventually on the 19th December 1793 the British evacuated Toulon but before they left it was decided to cause as much destruction to the harbour and the French fleet as possible. The inhabitants of Toulon, if they wished to do so, were given the option of accompanying the escaping allies. The British left Toulon harbour smouldering and set fire to as many French ships as they could before they left.

After Toulon Lord Hood turned his attention to the island of Corsica, and on 5 March 1794 anchored in St Fiorenzo Bay, close to the fortified town of Bastia. The French in the meantime had re-equipped many of their ships and put to sea. Hood gave chase with orders to attack the French fleet. The duty assigned to Frederick and the *Illustrious* was, with the assistance of four frigates, to engage five large French frigates and ensure the capture of the 74-gun ships *Censeur* and *Heureux*, but unfortunately due to unfavourable winds this plan was abandoned.

In some ways it must have been a frustrating time for Frederick as he could not get into any actual action with his ship, but as one account records: *Captain Frederick took an active part, displayed an indefatigable zeal, and was*

at all times received with the most cordial marks of attention by his distinguished chief Lord Hood.^{ix}

The taking of the fortress towns of Bastia and Calvi on Corsica were, like Toulon, long drawn out affairs with the British fleet aiding the army with its destruction of both towns as well as playing a cat and mouse game with the French fleet. After the taking of Bastia and Calvi Lord Hood returned to England in October 1794 and was replaced as commander-in-chief in the Mediterranean by Vice-Admiral Lord (William) Hotham.

In March 1795 Frederick at last did see some naval action when the French fleet, consisting of 15 sail of the line and six frigates, were discovered off the island of Margueritte. Its objective was believed to try and recapture Corsica from the British and secure shipping lines in the Mediterranean. The British fleet under Admiral Lord Hotham immediately, on 9 March, put to sea and headed towards the French fleet from their base at Leghorn.

The following action would be Frederick's first in a sail of the line ship in an engagement that would become known as the Battle of Genoa. The following morning on 10th March the British came in sight of the French fleet, now beating northwards back to Toulon against a south-west wind. The two fleets gradually closed over the next two days, hampered by light winds. Favourable winds on the evening of 12 March caused the British to form a line of battle, but the French bore away not interested at that time in a fight with the British fleet.

By dawn on 13 March, and with the French still declining an action, Hotham gave the signal for a general chase. As the British closed on the French, taking advantage of the fresh breeze, the third-most ship in the French rear, the 80-gun *Ça Ira*, collided with the ship in front of her, the 80-gun *Victoire*. The *Victoire* was slightly damaged, but the *Ça Ira* lost her fore and main topmasts as a result, causing her to lag behind. The *Illustrious* with Frederick in command led the centre squadron under the direct orders of Lord Hotham. Ships from the centre squadron, including the *Inconstant* and the *Agamemnon* under Captain Horatio Nelson, damaged the two French ships severely.

The next day with the French fleet now in view the *Illustrious* and *Courageux* were ordered to attack the now almost defenceless *Ça Ira* and the 74-gun sail of the line *Le Censeur*, which had the job of towing *Ça Ira*. The French line, led by the 74-gun *Duquesne* and the 80-gun ships *Victoire* and *Tonnant* came within range of the *Illustrious* and *Courageux* at 8 a.m. and commenced a heavy cannonade. After over an hour of fighting *Illustrious* had been hit a number of times in her hull, and had lost her foretopmast, mainmast and mizzenmast, and with her bowsprit and foremast badly damaged. *Courageux* had also lost her main and mizzenmasts. This was almost the extent of the fighting but the British did secure the *Ça Ira* and *Censeur* along with 2,300 men on board both ships, many destined for the recapture of Corsica.

The *Illustrious* came out of the whole conflict almost a complete wreck. She had to be towed back to port by the frigate *Meleager* under Captain George Cockburn, but even this did not go as planned. On the night of 17 March a strong gale blew up causing the tow rope to part. Leaking and shipping water through broken gun ports, the *Illustrious* lost her jury-rigged mizzenmast and had her sails ripped to shreds. Sighting land ahead at daylight on 18 March, the two ships headed east. *Meleager* parted company at noon, and at 1.30 p.m. the *Illustrious'* situation worsened when a cannon accidentally went off, destroying the gun port lid and causing water to flood in. The *Illustrious* wore round until the port could be secured, and attempted to head north, but made land to the east of the bay. Running into shoal water at 7.30 p.m. that evening Frederick, attempted to anchor, but the cables parted and she ran onshore. The wind increasing and changing direction, her rudder carried away. Attempts were made the following day to run a cable to shore, but without success, and in the evening *Tarleton* arrived, but no boats could be launched because of the heavy sea.

The following day *Lowestoffe* and *Romulus* arrived, as did the launches from the main fleet, and the crew and most of the stores were taken off and the hull was then burnt.^x Frederick for the third time faced a court martial, again for the loss of his ship. In his defence Frederick narrated the final demise of the *Illustrious* as:

On the 29th March, the ship was cleared of all the stores and provisions, and such of the iron ballast as be got at: when I then removed the remaining part of the ship's company to His Majesty's ship Lowestoffe, and set fire to the Illustrious, in pursuance of an order from Vice Admiral Hotham, commander-in-chief of His Majesty's ships in the Mediterranean, in consequence of every effort having failed to get her afloat again. At 2 p.m. the ship was completely on fire, and continued to burn until 6 o'clock the next morning at which time I sailed in the Lowestoffe to join the commander-in-chief.^{xi}

After a short deliberation, the court martial honourably acquitted Captain Frederick, his officers, and ship's crew and it is recorded that:

The President (of the court martial) delivered him his sword, with a high compliment upon his gallantry and unremitted perseverance under so many trying difficulties subsequent to the action.^{xii}

The *Illustrious* lost more men than any other British ship during the battle, 21 men were killed and 70 wounded out of a total complement on board of 590. The total British casualties were 74 killed and 284 wounded in a fleet of 24 ships.

No doubt Frederick came out of this affair with his reputation enhanced, even if unfortunately he lost his ship. A letter sent to the *London Chronicle* by an officer of the *Illustrious*, a day after the action, gives the following brief part in what Frederick and *Illustrious* played in the action:

The Illustrious yesterday distinguished herself by fighting two French men of war, one of 80 guns, the other of 74, for three hours and a quarter, having at intervals three more upon us; but we thrashed the two soundly. They have dismasted us, killed 20, and wounded 70 badly. All the fleet are singing our praises; we are now towed by a frigate, working like furies to get up juries masts. Frederick is a great hero, and allows that he was supported with spirit.^{xiii}

Frederick after his court martial acquittal returned home to England, carrying despatches from Lord Hotham to the Admiralty regarding the state of hostilities in the Mediterranean. His reputation was now quite high and on

1 June 1795 he was appointed to command the 90-gun sail of the line ship *Blenheim*, once again under Admiral Lord Hotham. Lord Hotham, after the Battle of Genoa, had made his way, along with his fleet, back to Toulon and it was off of Toulon, on 16 August 1795, that Captain Frederick joined his new ship, replacing Acting Captain Ralph Willet Miller.

On 1 November 1795 Admiral Lord Hotham returned to England and was replaced in command by Vice-Admiral Sir Hyde Parker, who had served under Lord Hood at Toulon and Corsica and Lord Hotham at the indecisive action on the 13 March.

The British fleet at this time were in familiar territory, again blockading the French port of Toulon, an action which went on to 10 October 1796. By this time Vice-Admiral Sir John Jervis had replaced Sir Hyde Parker as commander-in-chief and the British presence in the Mediterranean had become untenable. Napoleon had beaten Britain's Austrian allies who were in disarray and in October 1796, Spain had surrendered and allied themselves to the French.

At Toulon the British exchanged shot with the enemy's batteries but a stalemate as far as the British fleet was concerned held sway. It was during this period that the Corsicans rebelled against the British authority on the island. To continue to hold Corsica was impossible and he received orders on 25 September to evacuate the island and withdraw from the Mediterranean.

The British fleet finally left Toulon and headed to Corsica where they brought off the garrison stores and destroyed the forts, magazines and guns and left Corsica for the last time.

Frederick and the *Blenheim* played their part at Corsica with the *Blenheim* and the *Victory* destroying the enemy's fort and guns. The *Blenheim* came away with the *Ça Ira* bower anchor, which seemed quite ironic, along with 410 shot, 70 barrels of powder, three gun carriages, a large quantity of ballast, and various kinds of provisions.

After leaving Corsica on 2 November 1796 the squadron of 15 sail of the line and other frigates, under Admiral Sir John Jervis, proceeded to Gibraltar. Jervis and the fleet reached Gibraltar on the 1 December, having been

delayed by storms and head winds, and having become seriously short of rations. A few days later a hurricane hit his weakened ships, wrecking one and badly damaging two others. Because the dockyard at Gibraltar was woefully short of stores he had his ships caulked and repaired at sea, a considerable feat. Unfortunately, Gibraltar was inadequate to the needs of the British squadron and by the end of the month Jervis had withdrawn the squadron to Lisbon, arriving there on 22 December.

After Spain had declared war on Britain in October 1796 France lost little time in using the naval resources of her reluctant ally. The combined Franco-Spanish fleet of 24 sail of the line and seven frigates left Toulon in December 1796. The French sailed through the straits for Lorient but the Spanish fleet put into Cartagena to refit. Undermanned, lacking experienced seamen, and short of supplies, it sailed on 1 February 1797, its task to escort four ships, carrying mercury for refining silver, to Cadiz. Blown by strong winds through the straits and further into the Atlantic than intended, the Spanish admiral, Córdoba, worked his way back towards Cadiz.

Admiral Jervis had left Lisbon on 18 January 1797 with a Portuguese convoy for Brazil and was patrolling off Cape St Vincent, having been joined by five ships under Admiral Sir William Parker on 6 February, making his force 15 sail of the line. Various sightings and news of the Spanish fleet in the days before the battle were confirmed on 13 February when the frigate *Minerve* joined the fleet. The British were confident that they would win the imminent engagement.

On the morning of 14 February the French and Spanish fleet were discovered through the haze, apparently in confusion and not in order of battle. As the Spanish fleet tried form order Jervis signalled his ships to pass through the gap. The *Culloden*, under Captain Troubridge, followed by the *Blenheim*, with Captain Frederick leading the van, reached it before the Spaniards could close the space, and this enabled the rest of the British ships to make their way through, effectively separating the Spanish force into two parts.

Just after midday Jervis ordered his ships to tack in succession towards the larger of the Spanish divisions. The smaller Spanish leeward division under Admiral Moreno attempted to prevent this, close range fighting took place

and the Spanish attacks were beaten off. But a gap had now opened in the British line, and a shift in the wind increased this. The five ships of Jervis's van, with the *Blenheim*, again in support of the *Culloden*, were heading north by west into the enemy. Jervis therefore altered course to north-west, possibly to enable the ships in his centre division to double the Spanish line, catching the Spanish ships between them and his van. He ordered his rearmost ships, among them Nelson in the *Captain*, to take up a suitable station and get into action as soon as possible.

The superior sailing of the van division enabled them with ease to take up the desired position. At 12.43 p.m. the *Culloden* and *Blenheim* again opened a heavy fire on two ships in the enemy's rear, ably supported by the *Prince George*, *Excellent* and *Irresistible*.

The Spaniards abandoned their move towards the British rear and headed north-west, their line disintegrating as they went. By 2 p.m. a mêlée had developed as the British ships overtook and engaged the Spaniards. Nelson boarded and took the *San Nicolas* and the *San Josef*, while others captured the *Salvador del Mundo* and *San Ysidro*. At 4.22 p.m. Jervis gave the signal to break off the action. The Spaniards had lost four ships, four others were badly damaged, and it was impossible for them to renew the action on 15 February. The British fleet, guarding its prizes, made first for Lagos on 16 February for immediate repairs, and then for Lisbon where they arrived on 24 February 1797.

The loss on board the *Blenheim* that day was: 12 killed outright, six died of wounds, and 49 badly wounded out of a total for the battle of 73 killed and 227 wounded. Despite the capture of only four vessels, the Battle of Cape St Vincent became celebrated as an outstanding victory. News of the victory, which reached London on 3 March, was greeted with delighted relief. The preceding months had been filled with bad news and there was then a general fear of invasion.

The thanks of both Houses of Parliament were voted to the admirals, captains, officers, and crew of the squadron. The admirals and captains were also presented with gold medals, emblematic of the victory, to be worn with their uniforms. Sir John Jervis was created Baron Jervis of Meaford and Earl

of St Vincent on 23 June 1797 with a life annuity of £3,000 and Captain Nelson was knighted as a member of the Order of the Bath for his services, not just for the battle, which he came out of with his reputation enhanced but for his service in the Mediterranean in general. A promotion of flag officers also followed and Captain Frederick, on 20 March 1797, was appointed to be Rear-Admiral of the Blue. Financially those who took part in the battle shared £140,000 from the taking of the four Spanish ships.



The Battle of Cape St Vincent, 14 February 1797. *Robert Cleverley.*

After the Battle of Cape St Vincent Jervis resumed his blockade of the Spanish fleet in Cadiz. The continuation of the blockade for most of the following three years, largely curtailed the operations of the Spanish fleet until the Peace of Amiens in 1802.

On 24 March 1797 Frederick struck his flag and returned to England and once again on half pay for the next eight months. He probably divided his time between his London home and his small estate at Leigh, which he had acquired in 1792.

Of his character he appeared to have been a man of kindness and ready to help his fellow man if he could. The *Naval Chronicle* in a biographical memoir of him written in 1817 recorded that:

He was affable in his address, and mild in his demeanour; ever ready to oblige, and breathing habitual kindness to all his followers, who were always heartily welcomed at his hospitable board.'^{xiv}

An example of his kindness and willingness to help others can be seen in a letter, written after he had returned to England, to one of his young officers who had served under him:

Dear W,

I would have answered your letter immediately, but have been out of town for a few days. Whenever you are inclined to leave your friends, you will come to town, as I have some business of importance to employ you about for a few days; after which I will procure you a situation on board some ship, with one of my friends; I see but little prospect of my being employed for some time to come. I do not think your being on board a gun-brig is by any means the service that will be either profitable or useful to you; therefore I advise you to decline it; let me hear from you, and say when you are likely to be in London, and I will take care not to be out of the way; be assured I will provide for you in some way or other that will be agreeable to you, until I may be employed, at which time I mean to take you with me again; and whatever it is in my power, I will render you some essential service, by getting you some permanent employment.

Very sincerely yours

Thomas Lenox Frederick

No. 24, Devonshire-street, Portland-place. 1st September, 1797.'^{xv}

On 3 November 1797 he hoisted his flag as Rear-Admiral of the Blue on board the 17-gun frigate *Flora* at Spithead. On 25 of November he sailed for Lisbon having a convoy under his charge and did not arrive at Lisbon until 15 January 1798. The *Flora* being required for other services, he hoisted his flag

on 20 January on board the *Dolphin* hospital-ship with Josiah Nesbit, Nelson's stepson as captain.^{xvi}

At this period, Rear-Admiral Frederick experienced a severe fit of sickness that probably he never fully recovered from. He had recovered sufficiently on 9 February to hoist his flag on his old ship, the *Blenheim*, as part of the blockade of Cadiz, again under Admiral the Earl of St Vincent (Jervis). The Blockade of Cadiz was a long drawn out affair, almost three years in length and curtailed the operations of the Spanish fleet until the Peace Treaty of Amiens in 1802 which allowed for the British to reassert its dominance in the Mediterranean.

Interestingly at this time the admirals and captains of the fleet under the command of the Earl St Vincent joined in a public purse to be offered to the King in aid of carrying on the war. Frederick put £100 per annum into the fund during the war. The amount put in by the flag officers and captains amounted to £3,000.

In December 1798 Frederick moved his flag to the *Princess Royal*, a 90-gun second rate ship of the line, with his nephew John William Taylor Dixon as captain,^{xvii} after the *Blenheim* returned to England for repairs. During this period Frederick still suffered from illness that according to his memoir in the *Naval Chronicle* baffled all medical aid. Because of his illness the *Princess Royal* was sent back to England with Frederick on board arriving at Torbay in September 1799.

Rear-Admiral Thomas Lenox Frederick died at his London home in Nottingham Place on 8 November 1799, aged 49.

In November 1800, Thomas Kennedy, believed to have been Rear-Admiral Frederick's secretary sent to the *Naval Chronicle* a letter and a poem dedicated to Frederick. It would be amiss not to include both the letter and the poem:

Mr Editor,

As an admirer of your work, I take the liberty to forward the following lines: I know not that they possess merit sufficient for insertion, but as they lend to some biographical memoir of the late worthy and gallant

Admiral Frederick, who seems to have gone hitherto unnoticed, although he repeatedly distinguished himself this war, particularly when commanding the Illustrious at the capture of the Censaur and Ca Ira, and in the Blenheim on the ever memorable 14th February, with Earl St Vincent. To use the Noblman's emphatical and impressive words, he found Admiral (then Captain) Frederick such a man as he ever wished should serve him. I therefore submit the following lines to your inspection.

London, 6th November 1800

*Rest, gallant FREDERICK! rest in peace thy soul;
Tho' o'er thy hearse no hireling scribblers weep;
Britannia's fame records from pole to pole,
Her modest votary's valour on the deep.
Since early manhood mark'd thy blooming year, your glory shone by
conquest o'er the foe;
And shall such merit meet oblivions bier?
And all thy laurels fade in private woe?
There they will live while Memory holds her seat,
And probed affections mourn thee as a friend,
Where worth and honour find a blest retreat,
May guardian Angels round your bier attend!^{xviii}*

Officer Royal Navy Rankings.

Sub Lieutenants/Master's Mate. In principle, any person who satisfied the age and service conditions and passed the examination could be commissioned, it was usual for candidates for commissioned ranks to pass through a number of ratings including that of master's mate. This was technically a senior petty officer rank. He learnt navigation from the master and generally assisted him. This rank was more highly paid than any other rating and they were the only ratings allowed to command any sort of vessel. They could pass examinations qualifying them to command prizes and tenders and act as second master of vessels too small to be allocated a warranted master. In 1824 there was a split and would be masters became

master's assistants and would be lieutenants remained as master's mates. In 1840, mates were established as a rank below lieutenants and in 1860, renamed as sub lieutenants. It then became the most junior commissioned rank and the only route to promotion to lieutenant.

Lieutenant. The rank of lieutenant can be traced back to 1580 with the simple reason of being an understudy to the captain in case of accident or illness, although they were not permanently established. After the restoration, Samuel Pepys introduced an examination to test the abilities of the rank and by doing so transformed their status from mere understudy to an actual job with particular duties attached. The senior lieutenant, known as the first lieutenant, was responsible for the organisation of the ship and administration under the guidance of the captain. This post eventually turned into the rank of commander. He was responsible for maintaining discipline and navigation and with the junior lieutenants responsible for ensuring the crew carried out their duties. He was in charge of watches. lieutenants received their commissions for particular ships and the position within the officer ranks. An officer was required to have at least six-years-service at sea before passing the examination for promotion to lieutenant. It was possible for the officer to pass many years at this rank until the eventual distinction between lieutenants of eight-years-service and the eventual establishment of the rank of lieutenant commander.

Lieutenant Commander. The description of lieutenant (in) command applied to lieutenants who were commanding small naval vessels, who might, in bigger ships, otherwise be known as commander. In 1827 this changed when the rank of commander came to be that of a captain's second-in-command. However, in recognition of their being senior lieutenants, they were given a distinction setting them apart from the junior lieutenants including a different uniform. Lieutenants of eight-years-service were usually given this distinction, forming in essence a new rank. In 1875, they were allowed to include a 'half-stripe' to the two full stripes of lieutenant. In March 1914, the substantive rank of lieutenant commander was established with automatic promotion for lieutenants of eight-years-service.

Commander. The rank of commander was formally instituted in 1794 and was obtained only by being commissioned to command a vessel smaller than post ships but larger than vessels commanded by lieutenants. After this date post captains were appointed solely from the commanders list. In 1827, the term became used for the captain's second-in-command. First lieutenants in battleships were made commanders, although this was an unpopular move with lieutenants who were actually commanding smaller vessels. It then became the custom to refer to the second-in-command of a ship as the commander.

Captain. The title of captain was universal to the most senior officer commanding a ship whatever his actual rank. On promotion from lieutenant, officers were appointed to a small ship e.g. sloop, cutter etc. (equivalent to today's rank of commander) and after sufficient experience was given command of a rated ship, 1st to 5th rate, as a post (equivalent to today's rank of captain). Duties on board ship were to prepare the ship for sailing, make inventories of stores and write reports for the Admiralty on work being done on the ship. He also had to recruit the ship's complement and record details in the muster book. During a voyage, he was responsible for the ship and crew's well-being, including feeding, clothing, health and discipline, maintaining the log of the ship, and delegate authority as necessary. He was also responsible for directing the ship's activities in naval engagements.

Admirals and Squadron Colours of the Royal Navy.

The Red, The White and The Blue.

Squadron colours were inaugurated during the reign of Elizabeth I to subdivide the English fleet into three squadrons. There were three classes of admirals using coloured flags. The admiral's squadron flew a red flag, the vice admiral's flew a white and the rear admiral's flew a blue.

As fleets grew in size during the 17th century, the squadrons became too large for one admiral to control the movements of his squadron efficiently and effectively. This led to three admirals being assigned to each squadron: a full admiral in command, a vice admiral as his second, and a rear admiral as his third in command. Thus there was now an admiral of the blue, vice

admiral of the blue and rear admiral of the blue, and so forth. The squadrons ranked in the order red (as senior), white, blue, and admirals took rank according to the colour of their squadron.

Promotion of admirals also took place in the order of a rear admiral of the blue on promotion became a rear admiral of the white as his first flag promotion. Once he had reached rear admiral of the red, he would then become a vice admiral of the blue on promotion and so until he finally became an admiral of the white. It was only in the red squadron that the hierarchy was not followed. There was no admiral of the red since this would be deemed as being in overall command of the whole fleet. However, this was the province of the admiral of the fleet and, until 1862, there could only be one holder of this rank and it was an appointment held for life.

In 1805, after the battle of Trafalgar, the rank of admiral of the red was introduced to reward the most successful admirals and acted as a compliment to the navy for the successes it had achieved during the Napoleonic Wars. It became the highest rank that an admiral could attain until 1862, when an allowance was made for more than one admiral of the fleet to be appointed. The Admiralty then introduced new regulations in 1870 that ensured the retirement of the admiral of the fleet at the age of 70. The rank was abolished in the late 20th century and only current post-holders retained the rank.

In 1864 the organisation of the British fleet into coloured squadrons was discarded, mainly because it had no relevance in the age of steam warships. The Red Ensign was allocated to the merchant navy of Britain, the royal navy adopted the White Ensign, and the Blue Ensign was used by naval auxiliary vessels. Admirals of the fleet flew the Union Flag, admirals flew the St George Flag, vice admirals the St George Flag with a red sphere in the top left quarter, and rear admirals flew the same but with a red sphere in the top and lower left quarters of the flag.

Royal Naval Museum Library, 2000.

Ship Ratings.

Royal Naval Rating System in force up to the end of the Napoleonic Wars

Type	Rate	Guns	Gun decks	Men	Approximate burthen in tons	In commission 1794	In commission 1814
Ship of the line or great frigate	1st rate	100+	3	850 to 875	2,500	5	7
	2nd rate	90 to 98	3	700 to 750	2,200	9	8
	3rd rate	64 to 80	2	500 to 650	1,750	71	103
	4th rate	50 to 60	2	320 to 420	1,000	8	10
Great frigate or frigate	5th rate	32 to 44	1 to 2	200 to 300	700 to 1,450	78	134
		28	1	200	450 to 550	22	Nil
Frigate or post ship	6th rate	20 to 24	1	140 to 160	340 to 450	10	25
Sloop-of- war		16 to 18	1	90 to 125	380	76	360
Gun-brig, brig, cutter, or schooner	Un rated	4 to 14	1	20 to 90	< 220		

'HMS Oribi



Oribi was originally to be named *Observer* but when the South African Government sponsored the build her name was changed to that of a small South African antelope. She was launched on 14 January 1941.

In 1942 Havant and Waterloo area Savings Committee fixed their 'Warship Week' for 7 to 14 March, when they hoped to raise £210,000, the cost of the hull of a destroyer. In July 1942 the *Hampshire Telegraph* reported that although the total investment of £189,248 15s 6d fell short of the target by £20,000, the Havant area had been granted permission to adopt the destroyer *Oribi*.

HMS Havant.



Havant was a 'Havant' Class Destroyer built by Messrs J Samuel White & Co. Ltd of Cowes, Isle of Wight. She was originally ordered by the Brazilian Navy on the 8 December 1937 and given the name *Javery*; she was laid down 30 March 1938, launched 17 July 1939 and completed 19 December 1939. On the 7 September 1939 she was requisitioned by the Admiralty and given the name *Havant*.

At about this time, the situation in France had deteriorated and Operation 'Dynamo' (the evacuation of Dunkirk) was brought into force. *Havant* sailed from Greenock on 27 May and arrived at Dover on 29 May.

On arrival at Dover, *Havant* was immediately despatched to Dunkirk where she embarked 500 French troops off the beaches at Braye-Dunes. She also attempted to tow *Bideford*, who had her stern blown off, off the beach but the tow parted so she returned to Dover with her troops arriving at 04.00 on 30 May. *Havant* sailed the next morning (31 May) from Sheerness and after picking some troops off the beaches of Braye-Dunes went into Dunkirk Harbour to complete loading and arrived back at Dover with 932 troops. She immediately returned and secured alongside the jetty at Dunkirk and embarked another 1,000 troops and arrived back at Dover at 02.30 on 1 June.

After a quick turn round *Havant* was again alongside at the jetty at Dunkirk at 07.30 where she embarked about 500 troops. At 08.00, when leaving the harbour, there was a heavy air attack and the destroyer *Ivanhoe* was hit amidships. At 08.40 *Havant* went alongside *Ivanhoe* and helped to remove all her troops and wounded. She then proceeded down the channel at the entrance of Dunkirk under heavy dive bombing attacks all the way. At the end of the channel *Havant* was hit by two bombs in the engine room, and a third, which had dropped 50 yards ahead, exploded as she passed over it. *Havant* transferred all her troops to the minesweeper *Saltash* and after attempts were made to tow her failed she was sunk by gunfire from *Saltash* at 10.15. *Havant's* casualties were one officer and seven ratings killed and about 25 wounded. At least 25 soldiers were killed or wounded.

Apple Growing in Havant and Cider for the Royal Navy.



First Edition Ordnance Survey Map for Havant, 1873, showing the extent of the orchards by that date.

With extensive orchards around the Havant area, apple growing and especially cider making, were important economical crops of the 18th and early 19th centuries. Walter Butler in his 1817 *A topographical account of the Hundred of Bosmere* states:

The orchards of this district were productive of the finest fruits and the mildness of the climate brought them to perfection. Great quantities of cider were made from the Red Streak and the Bitter Sweet, to supply the navy at Portsmouth.

Red Streak was a cider apple grown extensively throughout England.

It would appear that the consumption of cider in the navy was twofold; it would last well (ideal for long voyages) and, more importantly, would help

combat the spread of scurvy.

During the 18th century, when the industry reached its peak in Havant, most of the local production appears to have been in the control of the Softly and Silver families, notably Thomas Silver, who thrived during the middle part of the century, and later John Wackett who is recorded as a cyder (sic) merchant in 1784. The largest orchards were located east of the town centre and ran behind where East Street and South Street come together, (where Grove Road and Orchard Road are now situated) and ran back towards Langstone.

The cider industry in Havant came to an end in the early years of the 19th century when Walter Butler records in 1817:

The shelter of the elm trees near the sea-shore was destroyed and the cider orchards felled. Soon afterwards an insect made its appearance with every remaining branch enveloped in a white substance, which destroyed the greater part of the living fruit of the old orchards.

This insect was undoubtedly the Woolly Aphid which attacks old and new fruit trees alike and, if left untreated, will severely damage them.

This may have been the end of the cider industry in Havant but the orchards survived with the introduction of new culinary and dessert varieties taking the place of the cider apple. Around the time that Walter Butler was recording the death of the cider industry in Havant, a clergyman, as yet unnamed, (the rectory of St Faith's Church overlooked the orchards) was attempting to 'naturalise' several types of apples and, by 1817 the following varieties had been established: Queen, Glory, Richlin, Boyne, Shelton, Orange Russett, Grange Apple, Siberian Harvey, Downton Pippin, Foxly, Astringent, Siberian Lones Pearmain, Sweet Pearmain, New Golden Pippin, Large Pearmain and Hambledon Deux Ans.

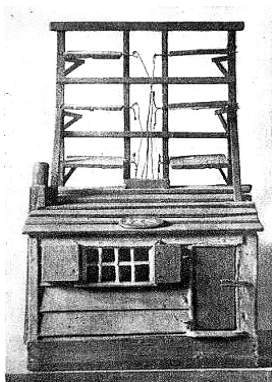
Most of the orchards are now gone, the last being swallowed up for housing early in the 20th century. Evidence of the industry still remains however, Orchard House in Grove Road, the farmhouse to the orchards, has extensive cellars which were once used to store the annual crop. Many houses in both Grove and Orchard Roads still retain ageing apple trees in their gardens.

The Portsmouth to London Semaphore Stations, 1822-1847 Camp Down, Bedhampton (Portsdown Hill).

The ever growing threat from France in 1795 stimulated the British Admiralty to copy the French visual telegraph system invented by the Frenchman Claude Chappe. A network of telegraph stations linking London and the Channel Ports was rapidly erected. However, instead of semaphore arms the Admiralty adopted Lord George Murray's system of six shutters in a 20 foot frame mounted above the signal station. The shutters could take up one of two positions, open or closed. This arrangement provided 64 unique positions, sufficient to display the letters of the alphabet, numerals 0 to 9 and short commands or control messages. The shutters were three feet across and either square or octagonal and pivoted about the horizontal axis. Grouped in two vertical columns of three with sufficient space between the columns to permit distinct identification of the shutter pattern at a distance.

The London to Portsmouth signal line was opened in 1796 and consisted of eight signal stations. Those near Portsmouth were at Southsea, Portsdown Hill, Beacon Hill (South Harting) and Blackdown. The stations were about eight miles apart and manned by a crew of three or four. The station itself was usually a wooden hut with a 20 foot wooden superstructure that accommodated the wooden shutters the whole being supported by large timbers secured to the ground. Two men operated the controls and one or two men using telescopes observed the adjacent stations. An average message between London and Portsmouth took about 15 minutes to pass down the line.

Living conditions at these exposed signal stations could be arduous in the winter and at other times battered by gales or even suffer from drought. The system was dependent on good weather conditions and usually operated between 10 a.m. and 8 p.m. in the summer and 10 a.m. and 3 p.m. in the winter. With peace in Europe the network of telegraph stations had ceased to work by the end of 1814.



A model of the Portsdown Shutter Station showing the six open shutters and their control gear. The construction was clapper board with a brick chimney (left). A lean-to coal shed would be constructed on the right side. The label on the roof shows the number 178 for reasons unknown. *Illustration courtesy of Bob Hunt – PORTSDOWN TUNNELS – <http://www.portsdown-tunnels.org.uk>*

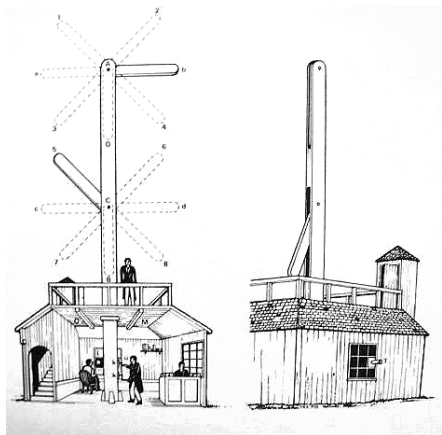
In 1815 an Act of Parliament was passed for 'Establishing Signal and Telegraph Stations' that authorised the acquisition of land and the clearing of obstructions between stations. The Admiralty selected Sir Home Riggs Popham's land semaphore system. The line between London and Portsmouth consisting of a chain of 15 stations about five miles apart was opened in 1822. The local stations were at: Portsmouth High Street, Lumps Fort (Southsea), Campdown (near Bedhampton), Compton (Hobbs Down), Beacon Hill (South Harting), Older Hill (Woolbeding), and Haste Hill (near Blackdown).

Excluding Portsmouth and Southsea, these local semaphore stations were bungalows built of brick with slate roofs. Projecting above the roof supported by guy lines was a 30 foot semaphore mast. The hexagonal section mast was made of 10 inch wide fir boards and the semaphore arms were eight feet long and 15 inches wide. There was a crew of two, one using a telescope to observe the transmitting station and an operator using levers to move the arms in response to the observer's arms. The Portsmouth semaphore signalling line ceased to operate by the 13 September 1847, though the officers were temporarily permitted to continue to live at the station. The electric telegraph system, which is not subject to weather conditions had arrived.

Martin Green, *A Telegraphic Walk*. Jane Gault. *A Brief History of the Portsmouth to London Semaphore Stations, 1822-47*.

No trace whatsoever remains of the Portsdown Hill Station at Camp Down,

which was demolished in 1867 due to the diversion of the hill top road when the Farlington Redoubt was constructed. The station itself was built at a height of 250ft. on the shoulder of Portsdown Hill and opened for duty on 19 March 1822. It was described as an ordinary looking bungalow of four rooms, approximately 13ft. by 11ft., with a wash house, slate roof and brick and stucco walls 17 inches thick. The semaphore room, measuring 8ft. by 7ft. 9in. with a flat lead roof was on top of the accommodation in order to obtain the height required.



A representation of the the Semaphore stations used on the Portsmouth Line. The masts were 30 feet high with two arms 8 feet long and 1 foot 4 inches wide. When at rest the arms folded inside the mast. *Illustration courtesy of Bob Hunt – PORTSDOWN TUNNELS –*
<http://www.portsdown-tunnels.org.uk>

Local directories record the names of the officers who manned the stations throughout the life of the station. Lieutenant George Williamson, who commanded the station on three separate occasions, being the first. Many were here with their families and are recorded in the parish registers for Bedhampton, though living conditions at the stations were sometimes very primitive and complaints to the Naval Board appeared to be quite frequent. Lieutenant Williamson, had a family of young children and soon complained of a shortage of water. He was allowed to have a cask on wheels made by a wheelwright at a cost of £3 10s. 6d. (£3.52½) but was not allowed the cost of a pony to pull the cask up the hill.

Elaine Smith, *Footsteps in the Past*, 1990.

First and Second World War Royal Navy Casualties.

During the First World War 20 Royal Navy men with Bedhampton and Havant connections died; six were lost at the Battle of Jutland on 31 May 1916. In the Second World War 23 died; four were lost on board the battleship *Royal Oak* when she was torpedoed in Scapa Flow on 14 October 1939. Their names are recorded on the Bedhampton and Havant War Memorials.

First World War.

Edward Frederick Burgess, 25. Officers' Steward, *Invincible*, 31 May 1916.
Perceval JR Harden, 18. Ordinary Seaman, *Clayton*, 16 September 1918.
Frederick Hazlewood, 34. Leading Seaman, *Queen Mary*, 31 May 1916.
Charles Henry Knight, 30. Chief Electrician Artificer, *Invincible*, 31 May 1916.
C Main. Engineer Commander, *Shakespeare*.
James Carron Marnie, 29. Able Seaman, *Bulwark*, 26 November 1914.
Edward Charles Matthews, 40. Chief Stoker, *Bulwark*.
EW Matthews. Petty Officer, Royal Navy.
Albert John William Pullen, 46. 1st Class Petty Officer, *Malaya*, 31 May 1916.
Bertram Jessie Roberts, 37. Chief Petty Officer, *Invincible*, 31 May 1916.
William Sadler, 53. Gunner, *Victory*, Probably died 1920.
Arthur James Skinner. Seaman, Ketch *Elizabeth Jane*, Not known.
Donald Stallard, 21. Assistant Paymaster, *Princess Irene*, 7 May 1915.
Edgar James Stow DSM, 36. 1st Class Petty Officer, *Viking*, 30 January 1916.
Ernest Sturgess, 32. Stoker, *Black Prince*, 31 May 1916.
Edward Charles Toop, 32. Able Seaman, *Good Hope*, 1 November 1914.
F Trickett. Stoker, Royal Navy.
Robert Trickett, 36. Stoker, HMS *Lynx*, 9 August 1915.
E Wilder. Lieutenant HM Yacht *Oriana*.
Robert Percy Windebank, 33. Able Seaman, *Good Hope*, 1 November 1914.

Second World War.

Arthur Allen, 48. Chief Engine Room Artificer, *Peterel*, 8 December 1941.
Maurice Asher, 23. Leading Writer, *Jersey*, 7 December 1939.
John Ashley, 18. Ordinary Seaman, *Barham*, 25 November 1941.
Henry Richard Beach. Ldg Seaman, HM Submarine *Thames*, 3 August 1940.
Charles Cook, 28. Ordinary Seaman, Trawler *Thuringia* 28 May 1940.
Walter Hubert Cousins, 20. Supply Assistant, *Royal Oak*, 14 October 1939.
Albert Daughtrey, 31. Able Seaman, *Royal Oak*, 14 October 1939.
Percy Dowding, 19. Ordinary Seaman, *Royal Oak*, 14 October 1939.
George Edwin Alfred Freeland, 37. Lieutenant, *Neptune*.
Reginald Gamblen, 34. Stoker 1st Class, *Esk*, 1 September 1940.
Thomas Gay, 23. Lieutenant, *Ark Royal*, 1 August 1941.
William Guy, 36. Able Seaman *Acasta*, 8 June 1940.
Leonard Harris, 24. Able Seaman, HM Submarine *Thames*, 3 August 1940.
Kenneth Walter Ierston, 18. Ordinary Seaman, *Hood*, 24 May 1941.
William Ernest Irwin, 22. Electrical Artificer, *Janus*.
Charles Offer, 22. Able Seaman, *Royal Oak*, 14 October 1939.
John Robinson, 33. Ordnance Artificer, *Express*, 2 September 1940.
Hubert Rogers, 50. Petty Officer, *Iron Duke*, 20 January 1940.
Arthur Stagg, 21. Sub-Lieutenant, *M.G.B.110*. 29 May 1943.
Ernest Tanner, 35. Leading Stoker, *Fiji*, 23 May 1941.
Harold Turner, 30. Seaman, Trawler *Kingston Ceylonite*, 15 June 1942.
Henry Wishart, 23. Leading Seaman, *Exmouth*, 21 January 1940.
William Wood. Leading Steward, *Javelin*, 22 October 1939.

Endnotes

- ⁱ A replica of the *Rose* Webber served on is now based at Bridgeport, Connecticut. The replica *Rose* was built in Lunenburg, Nova Scotia in 1970 by Newport Historian John Fitzhugh Millar, using original construction drawings from 1757 which were obtained from the National Maritime Museum in Greenwich, England.
- ⁱⁱ *Biographia Navalis – Lives & Characters of Officers of the Navy of Great Britain*. John Charnock, 1797.
- ⁱⁱⁱ Three closes with a house and barn (9 ac.), house and land (2 yardlands) at Leigh near the road from Havant to Durrants Bridge. H.R.O. 102M86/167/1-4.
- ^{iv} Three closes with a house and barn (9 acres), house and land (two yardlands) at Leigh near the road from Havant to Durrants Bridge. H.R.O. 102M86/167/1-4.
- ^v In the will of Thomas Lenox Frederick he had already ‘surrendered’ his reversionary interest in four copyhold estates, parcel to the manor of Havant to his wife Anne. This included a further 14 acres at Leigh called Upper Durrants. H.R.O. 102M86/193-195.
- ^{vi} Biographical Memoir of the Late Thomas Lenox Frederick, Rear-Admiral of the Red – *The Naval Chronicle*. Vol. 37, 1817.
- ^{vii} The French took the *Unicorn* into their service and rated her a 24-gun ship with a complement of 181 men. She was afterwards retaken, in April 1781 by Commodore B.S. Rowley. *The Naval Chronicle* Vol. 37, 1817.
- ^{viii} Journal on board the *Illustrious*. *The Naval Chronicle* Vol. 32, 1817.
- ^{ix} *The Naval Chronicle*, Vol. 37, 1817.
- ^x *The Naval History of Great Britain*, Vol. 1, 1793 – 96, published 1837.
- ^{xi} *The Naval Chronicle*, Vol. 37, 1817.
- ^{xii} *The Naval Chronicle*, Vol. 37, 1817.
- ^{xiii} *The London Chronicle*, 16th April 1795.
- ^{xiv} Biographical Memoir of the Late Thomas Lenox Frederick, Rear-Admiral of the Red – *The Naval Chronicle*. Vol. 37, 1817.

^{xv} Biographical Memoir of the Late Thomas Lenox Frederick, Rear-Admiral of the Red – *The Naval Chronicle*. Vol. 37, 1817.

^{xvi} This ship would have originally been a 44-gun fifth rate ship launched in 1781 and broken up in 1817.

^{xvii} On 26th March 1824 the *Apollo* of 36 guns was with Captain John William Dixon ran aground on the coast of Portugal during a severe storm. Captain Dixon was among the 62 men who died.

^{xviii} *The Naval Chronicle*, Vol. 5, Jan – July 1801.



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